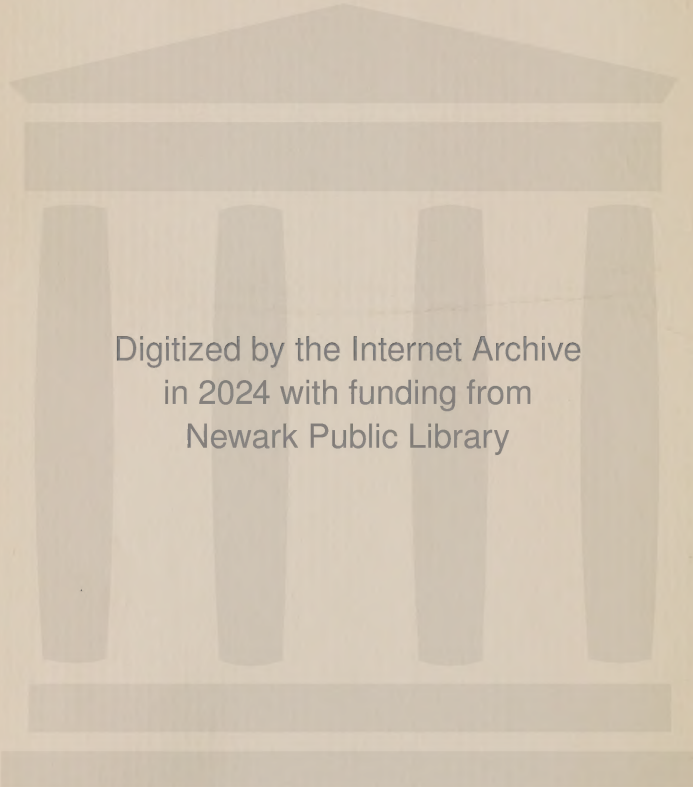


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YEAR BOOK

19054

BOARD OF TRADE

OF THE

CITY OF NEWARK

REPORTS OF OFFICERS AND COMMITTEES
BY-LAWS AND LIST OF MEMBERS

exp. 0674215
1904

Acknowledged Board of Trade

19D '05 134161

OFFICERS FOR THE YEAR 1905

PRESIDENT

SAMUEL E. ROBERTSON, M. D.

VICE-PRESIDENTS

JOSEPH COULT

MOSES PLAUT

COL. JAMES E. FLEMING

TREASURER

ABRAM ROTHCHILD

SECRETARY

JAMES M. REILLY

BOARD OF DIRECTORS

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FRED'K L. EBERHARDT EDMUND F. HARTSHORN

EDWARD MAHER

EDWARD T. WARD

PAUL L. V. THIERY

WM. H. F. FIEDLER

JAS. H. ABERCROMBIE

HENRY R. KINGSLEY

HONORARY ADVISORY BOARD

HON. R. WAYNE PARKER

RICHARD C. JENKINSON

JAMES S. HIGBIE

GEORGE W. TOMKINS

EDWARD S. CAMPBELL*

ARBITRATION COMMITTEE

EDWARD BALBACH, JR.

PETER CAMPBELL

FREDERICK F. GUILD

JOHN R. HARDIN

JOHN B. STOBÆUS

*Dead.

STANDING AND SPECIAL COMMITTEES

COMMITTEE ON MANUFACTURERS.

To consider, investigate and act upon matters considered injurious to manufacturing interests, and to advocate and promote measures designed to encourage the expansion of industry.

FRANKLIN CONKLIN, *Chairman*

GEORGE E. HALSEY	HERBERT P. GLEASON	ACHILLE BIPPART
PATRICK REILLY	VANDERBELT GREEN	F. A. SCHAEFFER
GOVE C. AINSLEE	LOUIS V. ARONSON	EDWARD JAENECKE
ASHER LAMBERT	EDGAR B. DRAKE	I. C. HEDDEN
LOUIS STRAUSS	LENOX S. ROSE	LEVI WEINGARTEN
JOSEPH S. MUNDY	A. J. PARKER	W. W. TRIMPI
ALBERT S. MARTIN	GEORGE A. OHL, JR.	JULIEN P. LAFOY
FREDERICK C. J. WISS	WM. W. OGDEN	HARRY DURAND
EUGENE UNGER	GEO. F. MORRISON	FRANK BRABSON
GEORGE G. LIENAU	A. A. GUIGUES	ALBERT C. SCHERER
	WILLIAM MARSHALL	

COMMITTEE ON INTERNAL TRADE.

The general duties of this Committee is to assist in creating better local conditions in the interests of merchants, to advocate reforms considered of benefit to mercantile interests, and prevent by discussion and agitation impositions considered injurious to such interests.

T. M. WARD, *Chairman*

WILBUR DOREMUS	FREDERICK T. WARD	FELIX FULD
GEORGE W. JAGLE	JOHN MARTENIS	WILLIS B. ATWATER
JOHN J. BAKER	WM. M. SOMMER	ALBERT H. PEAL
BENJ. P. LISSNER	R. J. GOERKE	MOSES PLAUT
ALBERT J. HAHNE	CARL L. JACOBSEN	STEPHEN B. HARRISON
GEORGE A. SCHELLER	DAVID STRAUS	ALBERT SCHEUER
C. T. SHIPMAN	F. L. STOUTENBURGH	WM. M. ROBERTS
S. W. ROBERTS	CHAS. E. CAMERON	

COMMITTEE ON RIVER AND NAVIGATION INTERESTS

To foster and protect navigation interests, to inspect, supervise, and study harbor conditions, to advocate the improvement of river and bay, and to prevent obstructions to navigation.

GEORGE W. TOMKINS, *Chairman*

GEORGE F. REEVE	JOHN F. KEHOE	CALVIN TOMKINS
HENRY R. KINGSLEY	WILLIAM A. JONES	PETER CAMPBELL
JAMES CROWELL	GEO. C. WIEDENMAYER	A. C. COURTER
WINTON C. GARRISON	J. W. DEY	FRANKLIN PHILLIPS
F. C. VAN KUEREN	JAMES S. HIGBIE	JOHN H. EASTWOOD
JAS. H. ABERCROMBIE	EDWARD RANDOLPH	JOSEPH H. WOOD
R. C. JENKINSON	ALFRED B. AYERS	CLARENCE W. ALLING
CAPT. N. H. TAYLOR	HORACE P. COOK	C. M. CARPENTER
LABAN W. DENNIS	DAVID HARPER	

COMMITTEE ON MUNICIPAL AFFAIRS.

To maintain an interest in all questions relating to City Government, to contemplated improvements, to public expenditures, and to municipal development.

EDWARD S. CAMPBELL, *Chairman*

HENRY E. EBERHARDT	ROBERT W. ADAMS	LOUIS SCHLESINGER
ERNEST C. STREMPER	A. S. VAN SANT	HENRY DICKSON
CHARLES H. CRANE	LATHROP ANDERSON	WM. P. MARTIN
JOHN C. EISELE	FRANK G. DUBOIS	JAMES TAAFFE
AUGUST GOERTZ	W. R. RUSSELL	JOHN L. O'TOOLE
EDWARD M. WALDRON	CHARLES BRADLEY	JOHN F. CONROY
A. V. HAMBURG	WILLIAM MUNGLE	

COMMITTEE ON TRANSPORTATION AND FREIGHT.

All matters relating to improved railway traffic, freight rates, and improvements in railroad service, both local and general, come directly under the supervision of this Committee. To secure increased freight facilities and train service, to urge and promote improvements in the interests of trade and commerce, and serve as a medium between shippers and common carriers.

JAMES A. COE, *Chairman*

JOHN B. STOBÆUS	J. LEWIS HAY	ABRAM ROTHSCHILD
ASHER LAMBERT	WILLIAM O. KUEBLER	H. STACY SMITH
WILLIAM FAIRLIE	GOTTFRIED KRUEGER	THOMAS TONKS
EDWARD F. WESTON	FRANKLIN MURPHY, JR.	ISAAC F. ROE
GEORGE E. CAMPBELL	AMBROSE TOMKINS	J. S. H. CLARK
WILLIAM L. GEDDES	JAMES SMITH, III	ADOLPH HENSLER
HENRY E. OGDEN	CARL AUGUST GIESE	CHRIS. WALTERS, JR.

COMMITTEE ON PUBLIC HEALTH.

To exercise a general interest in all matters of sanitation, and public health laws, or ordinances, to advocate measures for the betterment of such conditions, and to promote a more general interest among citizens in matters having a direct bearing upon the health of the public.

DR. THEO. W. CORWIN, *Chairman*

HERBERT B. BALDWIN	DR. W. H. MCKENZIE	DR. CLEMENT MORRIS
EDWARD B. DENNY	ARTHUR E. BARLOW	DR. EDWARD J. ILL
DR. GEO. F. M. LAMONT	DR. T. N. BRADFIELD	GEO. B. CALLEN
DR. W. S. WASHINGTON	HORACE S. OSBORNE	JAMES FLOCKHARDT
EDWARD A. WURTH	A. W. CONKLIN	DAVID T. ABERCROMBIE
DR. GEO. J. HOLMES	WILLIAM A. DUNN	WM. HENRY SAYRE
DR. DANIEL ELLIOTT	DR. J. A. EXTON	

COMMITTEE ON STREETS AND PAVEMENTS.

To urge the improvement of highways, to examine and report upon pavement materials, to investigate costs and assessments, to report defective work, also to advocate improvements, in such works, and by suggestion to bring about improved methods.

J. C. McCURDY, *Chairman*

GEORGE VIRTUE	A. J. CLARK	JOHN L. CARROLL
PHILIP H. CAMPBELL	S. FRED BAILEY	DR. W. DIMOND
J. P. MCFADDEN	MATTHIAS PLUM, JR.	G. WILFRED PEARCE
GEORGE H. SIMONDS	THOMAS GALLACHER	ANTON STEINES
WM. F. MULLIN	JAMES OWEN	JOSHUA BRIERLY
A. V. BEEKEN	EDMUND P. BACKUS	JOS. H. WOOD
	EUGENE A. MAC MURRAY	

COMMITTEE ON PUBLIC FRANCHISES.

This Committee will advise, investigate, discuss or agitate, in all matters relating to franchise grants for trolley, telephone, telegraph, conduits, subways, or other uses.

FRANK H. SOMMER, *Chairman*

PETER CAMPBELL	EDWARD RANDOLPH	W. W. CRABBE
EDWARD N. CRANE	W. PARMENTER MARTIN	THOMAS S. HENRY
JOHN J. HUBBELL	FRANK W. MUNN	THOMAS A. DAVIS
E. F. HARTSHORN	CHARLES H. WRIGHT	OSCAR B. MOCKRIDGE
DR. R. G. DIEFFENBACH	JAMES S. HOLMES	STUART LINDSLEY
GEO. D. WHITTEMORE	JULIUS KRISTELLER	

COMMITTEE ON COMMERCIAL AFFAIRS.

The scope of this Committee embraces the consideration of general questions concerning trade affairs and legislative movements affecting trade interests.

HALSEY M. LARTER, *Chairman*

BENJAMIN H. ATHA	CHESTER R. HOAG	SAMUEL G. BAILEY
U. B. BREWSTER	FLOYD L. TOMPKINS	LENOX S. ROSE
JOS. O. AMBERG	E. ALVAH WILKINSON	F. A. LISIEWSKI
W. M. MACKAY	CARLTON G. WINANS	WM. F. HOFFMAN
JOHN L. REID	FREEMAN HISCOX	A. R. MILLIKEN
C. C. CHAMPENOIS	WILLIAM A. HALSEY	FORREST F. DRYDEN

COMMITTEE ON EDUCATIONAL AFFAIRS.

Within the scope of this Committee's work are embraced all measures relating to public education, construction of school buildings, the question of revenues and expenses, the study of future requirements, and to co-operate in other local movements, or with the members of the Board of Education in advancing educational affairs of the city.

JOHN COTTON DANA, *Chairman*

CHARLES A. COLTON	JAMES L. HAYS	JAMES P. DUSENBERRY
FREDERICK A. SCHUETZ	DR. WM. L. FISH	GEORGE FORMAN
FREDERICK J. KEER	C. EDGAR SUTPHEN	ALGERNON T. SWEENEY
BYRON C. MATTHEWS	ADDISON B. POLAND	FRANKLIN L. LEWI
WALTER T. JOHNSON	E. A. NEWCOMER	WAYLAND E. STEARNS
FRANKLIN PHILLIPS	DR. F. EDSALL RILEY	H. NELSON COE
	WILLIAM JOHNSON	

COMMITTEE ON TAXATION.

To investigate, discuss and agitate in all matters relating to the question of taxation; to advise and recommend such measures as may be considered expedient, and to represent the Board before municipal and State bodies on matters relating to the subject of taxes.

HARRISON VAN DUYN, *Chairman*

EDWARD KENNY	JOHN H. BREAKENRIDGE	PHILIP LOWY
WILLIAM B. KINNEY	GEORGE MURDOCK	GEORGE M. BALLARD
JOHN A. MILLER	JOHN P. MANNING	MILTON E. BLANCHARD
JOEL W. DICKINSON	TRUMAN K. HANNAHS	DEWITT COOK
FREDERICK E. SEILER	STEPHEN S. DAY	AMOS H. VAN HORN
ALLAN B. WALLACE	J. HERB'T BALLANTINE	

COMMITTEE ON TRADE EXTENSION.

To assist by agitation and discussion movements designed to advance general trade interests, both at home and abroad; to consider and report upon the advisability of taking part in conventions called to discuss ways and means of expanding general trade interests.

STEPHEN A. CONDUCT, *Chairman*

HENRY P. JONES	A. V. HAMBURG	W. W. OVERMAN
WALTER C. HEATH	FREDERICK S. WARD	E. E. SARGEANT
W. J. BORNEMANN	JOHN CAWLEY	ELIAS G. HELLER
EDGAR R. BROWN	H. B. GOOD	WILLIS S. RICHARDSON
WILSON J. VANCE	JULIUS HUEBNER	STEPHEN F. MEAGHER
ADAM H. GROEL	PHILIP H. CAMPBELL	

· COMMITTEE ON NEW INDUSTRIES.

To consider and advise wherein local improvements can be made as inducements for the location of new industries, to consider applications of manufacturers or merchants, and furnish for their benefit information usually desired regarding freight facilities, transportation rates, land values, locations, etc.

ALBERT C. COURTER, *Chairman*

LABAN W. DENNIS	EDWARD JAENECKE	HENRY G. RATTEY
WM. F. JACKSON	CHARLES S. COOPER	JAMES T. SMITH
OTTO H. OPPENHEIMER	HENRY D. HAVELL	HOMER R. MILLINGTON
E. M. GROVER	MATTHEW H. CHASE	WILLIAM DIXON
WM. A. BAKER	GEORGE F. KING	ANDREW PETERSON

COMMITTEE ON LEGAL AFFAIRS.

To assist in a general way all committees of the Board in matters involving points of law, and by undertaking the preparation of ordinances or bills designed to correct existing evils, improve conditions relating to trade, commerce or general interests.

HENRY H. DAWSON, *Chairman*

FREDERICK F. GUILD	FREDERICK W. LEONARD	ALGERNON T. SWEENEY
THOMAS A. DAVIS	F. SCHARRINGHAUSEN	JOHN J. HOPPIN
A. R. DENMAN	NEILSON ABEEL	WALTER J. KNIGHT
RICHARD H. RANKIN	CHARLES A. DICKSON	OSCAR KEEN
ERNEST F. KEER	EDWARD Q. KEASBEY	CHARLES T. GLEN
	E. H. DURYEE	

COMMITTEE ON BANKING AND CURRENCY.

To maintain an interest in the development of a National System of Sound Currency, and to exercise a general interest in all matters relating to the question of finance.

DAVID H. MERRITT, *Chairman*

THOMAS W. CROOKS	EDWARD KANOUSE	JOHN A. GIFFORD
E. D. FARNSWORTH	UZAL H. MC CARTER	CHARLES H. ELY
MERRITT G. PERKINS	E. M. DOUGLAS	BENJAMIN ATHA
J. W. LUSHEAR	J. A. LEBKUECHER	JOHN O. H. PITNEY
J. S. RIPPEL	JEROME TAYLOR	A. H. BALDWIN
	THEODORE J. GERTH	

COMMITTEE ON FIRE HAZARD AND INSURANCE AFFAIRS.

To take action in matters pertaining to the reduction of fire waste, to investigate regarding fire hazard, to consider changes in building ordinances, the protection of property interests, and the prevention of conflagrations, with the object of lessening the cost of insurance.

REDMOND P. CONLON, *Chairman*

PHILEMON L. HOADLEY	WM. W. HAYDEN	M. R. SHERRERD
MYRON W. MORSE	E. B. LEONARD	F. H. SOMMERS
S. S. MARSH	JOHN M. HUGHES	HUGH SMITH
JOHN B. WOOD	JOHN FISHER	DANIEL H. DUNHAM
F. BRISTOW	THEO. E. C. BLANCHARD	WILLIARD I. FISK
R. A. OSBORNE	DR. C. F. KRAEMER	NATHAN MYERS
THOMAS PALMER	JOHN B. STOBÆUS	JAMES TAAFFE
	HENRY C. ROMMEL	

COMMITTEE ON NEW MEMBERSHIP.

To stimulate an interest among business men in Board of Trade affairs by the diffusion of information relating to its work and to investigate all applicants for membership before they are referred to the Board of Directors for executive action, and to encourage business men to become members.

FRANK E. VAN NESS, *Chairman*

WM. H. ALLEN	C. L. WOODRUFF	CHARLES E. HETZEL
F. A. STERLING	C. O. SMITH	WM. A. KELLY
GEORGE H. SIMONDS	ALEX. W. WADSWORTH	SAMUEL TAYLOR, JR.
JOHN ECKERT	FREDERICK NEUHAUS	C. ALBERT GASSER

COMMITTEE ON LEGISLATION.

To examine proposed legislation, to advise regarding all acts considered inimical to commercial manufacturing or public interests, to agitate and discuss in favor, or in opposition to the enactment of measures, and to represent the Board before municipal, county, or State bodies in such affairs.

RICHARD C. JENKINSON, *Chairman*

HENRY M. DOREMUS	FRED'K FRELINGHUYSEN	JAMES SMITH, JR.
JAMES E. HOWELL	JAMES S. HIGBIE	EDWARD MAHER
WM. C. NICOLL	JOHN B. WOOD	WALTER J. KNIGHT
GEORGE R. GRAY	MOSES PLAUT	GEO. W. WIEDENMAYER
EDWARD E. GNICHTEL	GEORGE H. LAMBERT	HENRY E. JEPSON
GEORGE W. TOMKINS	C. W. STENGEL	

COMMITTEE ON RIVER POLLUTION TO ADVOCATE LEGISLATION
WHICH WILL ENABLE ACTION BY PASSAIC VALLEY
SEWAGE AND DRAINAGE COMMISSION

GEORGE W. TOMKINS, *Chairman*

JOSEPH COULT	PETER CAMPBELL	FRANKLIN PHILLIPS
EDMUND F. HARTSHORN	A. H. OSBORNE	J. H. ABERCROMBIE
EDWARD RANDOLPH	J. ALBERT STOWE	HARRISON VAN DUYNÉ
HENRY R. KINGSLEY	JOHN F. KEHOE	JOHN H. EASTWOOD
PETER HAUCK	GEORGE F. REEVE	EDWARD KENNY
	RICHARD C. JENKINSON	

TO INVESTIGATE, STUDY AND REPORT CONCERNING THE SCOPE
OF THE WORK, AND GENERAL PLAN CONTEMPLATED
BY THE PASSAIC VALLEY DISTRICT FLOOD
COMMISSION.

RICHARD C. JENKINSON, *Chairman*

CHANDLER W. RIKER	JAS. H. ABERCROMBIE	G. W. WIEDENMAYER
JOHN H. EASTWOOD	GEORGE W. TOMKINS	

TO ADVOCATE THE ABANDONMENT OF NAVIGATION ON THE
MORRIS CANAL.

MOSES PLAUT, *Chairman*

EDWARD MAHER	HENRY E. EBERHARDT	C. MELLVILLE BORRIE
RICHARD C. JENKINSON	WINTON C. GARRISON	JAMES A. COE
HENRY P. JONES	WALTER J. KNIGHT	EDWARD S. CAMPBELL
EDWARD E. GNICHTEL	M. F. MC LAUGHLIN	

TO INVESTIGATE AND REPORT ON THE PROVISIONS OF THE
MAXIMUM TAX RATE LAW.

EDWARD S. CAMPBELL, *Chairman*

JOHN O. H. PITNEY	J. WM. CLARK	EDW. Q. KEASBEY
	LOUIS BAMBERGER	

TO ADVOCATE THE IMPROVEMENT OF LANDS FOR MANUFAC-
TURING USES IN THE SOUTHEASTERN SECTION OF
THE CITY.

HARRISON VAN DUYNÉ, *Chairman*

JOHN CAWLEY	JOHN B. STOBÆUS	EDW. H. MC CORMICK
WM. R. RUSSELL	EDWARD JAENECKE	

TO CONSIDER REVISION OF BUILDING ORDINANCES.

NATHAN MEYERS, *Chairman*

J. LEWIS HAY	GEORGE G. LIENAU	GEORGE VARLEY
CHARLES S. COOPER	CORNELIUS O. SMITH	E. R. SOLEAU
JAMES TAAFFE	LABAN W. DENNIS	W. A. KINSEY

REPORTS OF OFFICERS

PRESIDENT'S ADDRESS.

GENTLEMEN OF THE BOARD OF TRADE—I assure you that I most deeply appreciate the honor which you have conferred upon me, and I shall endeavor, to the fullest extent of my ability, to perform the duties pertaining to this office, and carry out your wishes as expressed through your committee and public meetings.

During the twenty years of my residence in the City of Newark, I have been almost constantly, day and night, on the streets, through all parts of the City of Newark. I have had great opportunities to observe the progress, growth, and development of Newark, from what was practically an overgrown country town to the position which it now holds in the first rank of the cities of our country.

We had our streets paved to a limited extent with cobble stones, and to a more limited extent with granite block pavement, carelessly and unscientifically laid. We had street cars drawn by horses, all more or less delapidated, and out of repair. We had no buildings of more than very ordinary pretense.

We had no parks beyond the two or three small but beautiful breathing places dedicated by the early settlers of Newark. We were not known beyond the confines of our city, except in connection with New York, and although our jurists, physicians, scientific men and business men, were more or less individually known, the public men of Newark were not held in that esteem, and reputation, which they now hold, and while there has been so great a change in the latter respect, so that our financial men, business men, and professional men, are well known throughout the length and breadth of this country, still the material changes which have taken place in the appearances and financial standing of the city is by far greater than any one thinks.

Instead of delapidated pavements we have now hundreds of miles of pavements of the best character; we have a trolley system of the latest pattern, running to all parts of the city,

and branching out still further. We have public buildings which are the equal of those of any other town or city. We have private buildings equal with those of any in the Metropolis. We have parks and parkways not only equal, but I dare to say superior in breadth and scope to those in any other city in this country.

All these things are subjects of congratulation to us, who are so much concerned in the welfare of our city, but there are a great many other things which can be improved, and although I do not say that they have been entirely neglected, still they are not in the front ranks, as befits a city such as ours.

In 1868, five gentlemen started an institution called the Board of Trade of Newark. The objects of the Board of Trade were: "The promotion of trade; the giving of proper direction and impetus to all commercial movements; the encouragement of intercourse between business men; the improvement of facilities for transportation, the diffusion of information concerning trade, manufactures and other interests of the City of Newark, and the promotion and development of the commercial, industrial and other interests of said city."

These gentlemen, in pursuance of the forementioned objects, immediately started to improve the navigation of the Passaic River; they considered pavements, they endeavored to control the building of a first-class hotel. Some other subjects, were, provision of gates at railroad crossings, a ship canal, a free road to New York, and they stated in the President's address of that time, that: "the constant repetition and pounding upon these subjects should be kept up until the effect is produced."

How has Newark benefited by the foresight of these public spirited citizens? A glance over the records of the Board will convince any one, that the Newark Board of Trade has been a powerful force for the upbuilding and bettering of Newark.

Gentlemen, during the last year, we have had Committees who went to Washington for certain things; one was in regard to an appropriation to build a ship canal, another was in regard to an appropriation to dredge the Passaic River, another was to prevent the railroads from closing their bridges at certain hours, and interrupting traffic on the river; there were others, but this statement will show to you that the objects of the Board of Trade in the beginning are still the objects of the Board of Trade. A great deal has been done, and as the time goes along, circumstances and time demand still greater changes, and it has been

the duty and privilege of this Board of Trade to be foremost always in demanding and procuring as far as possible, the required improvements. What was said as regards "the repetition and pounding until the effect is produced," at that day, still holds good at the present time.

We have still to bring about many public improvements. The ship canal is still a matter of the future, the river must be dredged still deeper, our schools demand greater care, and larger sums of money, pavements and trolley facilities, require constant watching. The Board of Trade requires a new building.

In September, 1875, the Board of Trade moved into the quarters now occupied by them. The number of members at that time were 218, at the present time we have a membership of over 900, and the same rooms, poorly lighted, poorly ventilated wrongly formed for the holding of meetings, are still in use.

We have, at the present time, appointed by the President, a Committee on a new Board of Trade Building, and also a Special Committee on New Rooms. While new rooms are absolutely necessary, a new building is extremely desirable.

The facilities that would be given to the Board, would extend its usefulness in a very great degree. The possibility that many of our manufacturers and associations of business interests, could be housed in close connection with the Board of Trade, such as we have now, would present advantages and conveniences which at the present time it is impossible to estimate. It is my hope that during the next year some active steps will be taken towards the carrying out of the ideas already projected for a new Board of Trade Building. But in the endeavor to erect such an edifice, care must be taken to avoid incurring a debt that would be a burden to those connected with the Board, or a scarecrow to prevent desirable parties becoming members of the Board.

As you know, the greatest part of the real work of this Board of Trade is investigated and carried on by Committees. The scope and extent of the work of these Committees has increased to such a degree that it is becoming too great a burden for any one Chairman to carry on the whole work of his Committee, and it appears to me that in the near future the dividing up of the general committees into sub-committees to look after particular branches of any general department would be a desirable thing.

Too much praise cannot be given to the gentlemen who act as Chairmen, and serve on these Committees. A great deal of time, attention and work, real honest, hard work, has been given

by the various committees, and when one considers that the majority of the members of the Newark Board of Trade are live, hustling, busy men, the reward given them should be no empty verbal vote of thanks, but their standing and recognition in the community should be increased in the proportion to the efforts made for their home city.

Among the many important actions taken by this Board, I believe none has been more conducive to the general good than the support of the project for a Technical School, begun in 1875 by this Board. We have a good Technical School here, but it is hampered in its work by lack of funds and proper buildings, and does not go to the extent it should.

No worthier object could be fostered by a body of business men than that of carrying out to the greatest extent possible this subject of Technical Education. In a manufacturing city like ours, where so many boys and girls must begin to earn their living at the age of 14 or 15, very naturally a great many of them fall short of that degree of education which an American citizen should possess. While it is not possible for them to continue their education in literature or in fine arts, yet it should be possible for them to continue their education along lines in which their life's effort shall be directed.

In my trips to and from New York in the evening, I have come across a large number of boys who I know had been working all day in a factory, hurried home, changed their clothing and rushed off to New York, without a proper meal, to the Cooper Institute, and after the hour of 9:30 or 10 o'clock had returned home, spending four or five evenings a week, extending over five or six years.

You will see that these boys lost each day a meal, spent three hours' time and unnecessary money of about fifty cents a day in obtaining a technical education, which technical education a city so rich as Newark should furnish itself. I have a very strong opinion that it is the duty of our city fathers to see to it that these boys and girls be furnished at home with the proper means of receiving a higher technical education in the particular branch which they desire, whether it is chemistry, mechanical engineering, civil engineering, surveying, architecture or a study of natural physics, to the end that it may be possible for the younger folks who are so inclined to advance their position in life along with their heroic efforts to obtain bread and butter.

I consider it the duty of the city government to give the

boys and girls an education which will prepare them to enter the universities, at the same time I think it is our bounden duty to extend to those not so fortunately situated, the privileges of bettering their standing in life, and in no way can it be done in a more economical or profitable manner to both the student and to the city than by a properly equipped technical school.

I think everyone is taking a deeper personal interest in public school affairs than heretofore. We have very many school buildings, good ones, too, but they have cost too much money, for the manner in which they are built. During the last Summer, more than one school building was enlarged, so that the side walls were close to and almost touching the walls of the adjoining houses. If the adjoining lots had been bought, the expenditure of a small additional sum, and the exercise of a little foresightedness would then have given a large space of ground upon which a school house could have been built with all due care as regards lighting, ventilation, freedom from danger of fire and respect for the æsthetic side of education, which the age of childhood so quickly absorbs; not only that, but the additional ground would give ample space for additions to be built in a proper manner in the future.

It appears to me that a solution of the difficulty could be very easily met by the employment of an architect skilled in this branch of architecture, who would be able to make use of the special piece of land to so build a school building in order that the appearance, size, heating, lighting and all the other conveniences, should be made the best use of. It should not be one who is only accustomed to building dwelling houses, breweries, stables or churches, but one who has made a special study of the subject of School Architecture. It would be his duty to see that the seats were properly arranged, that little children would not have to sit with their feet dangling in the air all day, that they would not sit with a bright light shining in their eyes, that the heat of the building would be steady and regular, and that the ventilation would be the best obtainable. I do not know, gentlemen, if you are aware, that the majority of the schools in Newark are not provided with lavatories, and it is impossible for the children to wash their hands except at a running faucet. The whole question of school buildings and their furnishings is one which requires to be more fully considered than can be in an address of this kind at this time.

Another matter to which I would draw your attention is the

location of the Centre Market. The market of Newark is known throughout the surrounding country as one of the best. Three times a week there come to our market, the farmers for a great many miles around, with the produce as it has been grown on the farm, pure and fresh. It is a great privilege to the housekeepers and consumers of Newark to be able to obtain the prime necessities of life from the producer at first hand, and anything you do in regard to changing or maintaining the Centre Market is of vital importance to every one concerned.

Today we have a long ramshackled building, built without any regard to convenience, or the purposes for which it is to be used; built over an open sewer; surrounded by an open space about one-quarter as large as it should be, so that the result is those doing business in the market have not proper room to sell, or the purchaser to inspect properly the articles desired.

Secondly: These food stuffs, such as cheese, milk, butter, meats, fish, are stored directly above this open sewer, so that contamination is almost impossible to avoid.

I do not care to be an alarmist; I cannot say that I know of one case of disease resulting from such care of foodstuffs in the market, but, who of you gentlemen, would live in a house built over such a stream as the Morris Canal is at Centre Market? Would you not be inclined to say, that the cause of any sickness that might happen in your family, contagious, or otherwise, was due to the situation of the house; and if it were a rented one, would you not move immediately?

Now it does appear to me that with the importance attached to a public market, we should have a suitable market place, a proper location, with proper sanitary surroundings, of sufficient extent to allow business to be carried on comfortably and to the benefit of all concerned, and I would strongly advise this Board of Trade to exert its powerful influence for the removal of Centre Market from its present location to a site where such dangers do not exist.

While the city is to be congratulated upon having an energetic and efficient Board of Health, there are some matters which apparently escape the eyes of the inspectors, which it will not be out of place for me to call your attention to at this time.

The general work of sanitation is looked after most carefully, but there are here and there, isolated places, where the general public assemble, which require more than ordinary attention.

I refer to the several railroad depots especially and public and semi-public buildings also.

The regulations which have worked to so great advantage in our trolley and steam cars, should be put in effect in and about just such places, and a regular examination should be made of toilets and lavatories in such places.

I have no doubt that a communication from this Board to the Board of Health, calling attention to this matter, will receive due consideration.

There is also a great and urgent necessity for the city authorities to provide some remedy for the dust annoyance. The conditions obtaining on our main thoroughfares during the Spring and Fall months are exceedingly annoying, if not absolutely dangerous.

This annoyance has been made the subject of several communications from prominent bankers and business men to our Board of Trade, and it has been discussed in meetings of our Directors, but every effort to secure a remedy has proven fruitless as the same conditions obtain year after year.

The trouble is largely due to the manner in which the pavements of our main thoroughfares have been laid; the interstices between each row of blocks having been filled with sand, providing a safe resting place for all kinds of matter to lodge until blown into the eyes, ears, and nostrils of pedestrians by every wind from the heavens.

Another suggestion along this line, is the evident oversight of the Board of Health in the matter of public vehicles, carriages, coaches, cabs, etc.

The public have absolutely no surety that the cab, carriage, or coach, which is hired as occasion may require, does not contain infecting germs. Perhaps the very persons who used the conveyance within the preceeding twenty-four hours was afflicted with some form of contagious disease.

In the matter of over-crowding by the Trolley Transportation Companies, there is a positive menace to public health, and if the Board of Public Works cannot be prevailed upon to enforce existing ordinances, which will compel the running of sufficient cars to provide for the wants of the community, then I believe this Board of Trade should take the matter up with the Board of Public Health and insist upon the officials of that body invoking their power to compel a compliance with regulations, that will guard and protect the public.

In the advanced conditions of science, we are striving to promote better sanitation in the homes of our working people, in our school houses, public buildings, and our private homes, and yet we place our lives absolutely at the mercy of corporation managers, to produce a condition which no man with self respect would permit or tolerate for an instant in his own home, or his own workshop or office. I am aware that crowding cannot be absolutely prevented, but that conditions as they exist today cannot be prevented is more than I believe.

The majority of the new cars are apparently built to afford the greatest possible standing capacity at the expense of small seating capacity. The positive resistance offered to every suggestion for improvement is a tacit evidence that the public is not receiving what they are entitled to, except as viewed by trolley managers.

Past experience has proven that a remedy will not be found in politics. It rests either with the Board of Health, or the Courts, and there is no power in this community better able, or or better qualified to find this remedy than the Board of Trade.

We have an ordinance against spitting on the floors of cars and public places, but who has heard of its being carried out in the City of Newark, or is it that spitting has become obsolete? Science tells us that a great many of the communicable diseases from which so large a portion of our population dies, are communicated through the dust and dirt which we breathe in, especially in crowded and ill ventilated places.

If a Consumptive or a Diphtheretic person, should expectorate on the floor of a car, in the waiting room of a railroad depot, or a hall, or an apartment, or an office building in the morning, and that should become dry, crowds rush over it at noon, you can readily see how that dry poison would be scattered through the air and each and every person would be liable to infection.

We spend large sums of money annually to provide places for the cure of people affected with contagious diseases, and we have in view at the present time the erection of a State Hospital for Consumptives, an object which is worthy of so important a State as New Jersey, but why should we not do something at the very beginning of the string and try to prevent in the beginning as well as try to cure at the end.

I believe the present status of scientific investigation

demands a stricter observance and enforcement of the laws regarding these matters.

There is one other matter of general importance to which I desire to especially lay emphasis upon. In my constant traveling through the streets of Newark, I have had called to my attention the manner of making public improvements and extensions. I have seen pavements laid one day, torn up the next, for some minor affair, which to my mind could have easily been foreseen, and what was a properly laid pavement one week was a piece of patchwork the next week.

I personally know almost every depression and hole in the pavements of the city of Newark, and I could almost give you the exact cause for each one, and in my humble opinion there is no necessity for a single one. In the matter of laying water mains, gas mains, new sewers, catch basins, sewers for houses; there appears to be no rule observed, although I know perfectly well that a regular rule has been laid down, but I can cite hundreds of instances where this rule has not been observed.

It appears to me that this careless sacrifice of good pavements, paid for by the citizens, is wrong, and that when a property owner pays an assessment for a pavement on his street, he does so with the understanding that he gets a pavement according to specifications, guaranteed to be in the same condition for the length of time so stated, and not for a pavement, which so existed according to specifications for merely a week or a day, or a week or a month. In this, as in many other things, relating to municipal affairs we see the lack of a general scheme which has been thoughtfully and carefully prepared and planned, and it is this omission which is the cause of a great many of our repavements, resewering, relaying of extra water pipes, building of relief sewers, and what not, which impose such an enormous burden on the property owners, not only does it create this burden, but it produces among the solid people of the city a feeling of distrust and dissatisfaction which has no right to exist in a city like Newark.

In this connection I might state that we have given the surface of the streets to the trolley companies, and the space underneath the streets to the Gas, Electric Light, Telephone and Telegraph Companies, and there is very small space left for the sewers of the city. In case necessity should demand an increase in the size of these sewers, or other subway uses be required, complications would arise.

It has been suggested that the building of a large conduit by the city underneath that portion of the streets occupied by the tracks of the trolley cars and leased to the various public utility companies, would be productive of good results, both financially and otherwise, and something of this character must inevitably be done if we are to meet future demands without complication.

I would advocate that our engineers be given more latitude and be allowed to plan their water mains, their sewers, their pavements, in accordance with what their best judgment decided would be proper for the traffic and character of the population in the affected districts; not as regards a block, but as regards entire sections; by doing so, many of the present changes would be done away with, and what was once done well would be done practically forever.

There is one other matter which I think the Board of Trade should direct their attention to. I refer to municipal elections. I believe that the best interests of our city will be advanced by a gradual education of the masses to vote for those who will most benefit the city without any regard to political lines, in so far as municipal elections are concerned, an action which is practically impossible under our present forms of city government.

In the matter of public transit facilities the evolution from old-fashioned methods to the use of electric motive power has been so rapid that men's minds could not possibly foresee or comprehend the effect on business interests, or the migration which such facilities would produce.

It is not our object or intent to find fault with the perpetual franchises, but the exploitation of these privileges for dividends and stock-watering purposes has resulted as you all know, in creating a dilemma hard to be solved.

Every business man realizes, we believe, that if the actual earnings of these various companies had been applied to the improvement of the street railway system, the City of Newark could boast of a system which would stand unrivalled in the world, but unfortunately syndicate managers have pocketed not only the entire profits but have mortgaged the earning capacity of the roads years in advance, and the condition which exists at present prevents an appeal to our courts for a remedy.

No franchise of a public character of any kind should be granted or awarded by public officials without full and adequate

guarantee being provided for controlling the service to be rendered, and to regulate rates charged.

In every franchise regulations should be incorporated reserving to our city authorities the right, at stated periods, to demand a readjustment of rates in return for the increased value of the franchise allowed.

We believe that the interests of all such corporations should be made subservient to the general public interests, to the extent at least of providing a first-class service at reasonable rates; and we would not be satisfied with accepting things as first-class because interested officials may so state, but we desire to go on record and have our city authorities to understand that corporate interests must not dominate in the matter of franchise grants or service, and in order to protect the public in all its rights reservations must be entered into which, while doing full justice to the interests of the corporation, shall do equal justice to the citizen. Nothing more or less will be satisfactory to this Board of Trade.

I desire to call your attention to the fact that our efficient Assistant Secretary has now become our still more efficient Secretary. I believe that you will all agree with me when I say that his diligence, hard work and the interest which he takes in affairs affecting the Board of Trade are of material benefit to this Board and to the City of Newark, and it is our duty to see that his efforts are not forgotten. He is a mine of information, and no member of this Board will ever find him unwilling to impart information of interest and importance. The more frequently the members call at the Board of Trade rooms the more surely will they be prepared to endorse what I have said.

Gentlemen, hoping that the Newark Board of Trade, which has been so prosperous in the past will maintain its position, in the van of public improvements and advances.

I thank you for your courteous attention.

SAMUEL E. ROBERTSON,
President.

January 11, 1905.

BOARD OF DIRECTORS' ANNUAL REPORT.

GENTLEMEN—It is the privilege of the Board of Directors as well as a duty, to present at the close of each year a statement treating of the affairs of the Board, and its Committees, and to offer such suggestions and recommendations as in the judgment of the Board might be made proper subjects for discussion and action in the near future.

The persistence and activity of Committees and members as compared with that of previous years indicates a greater concentration for united and vigorous action.

It is evident the scope of our work is broadening, and is being appreciated by business men, and that our attitude on questions of public policy is not only accepted as conservative and safe, but it is attracting and moulding civic sentiment to the extent of dominating in matters of public policy.

The increasing usefulness and activity of the Board is best evidenced in the increased interest taken in its affairs by members and by the unusual amount of good work carried to a successful termination by Committees.

Attendance at Meetings	The records of our meetings show that 210 members have taken an individual part attending Committee meetings; that the average attendance at regular monthly sessions was 120, or a total for the 10 meetings held during the year of 1,200. This attendance, if it has any significance, goes to prove the permanency of our institution, and of its increasing popularity. It indicates also the necessity of securing new quarters in which to hold our meetings, and the necessity of providing better accommodation for the individual use of members who desire to make use of the rooms for business purposes, as well as for the better transaction of business by manufacturers and merchants who have organized trade sections.
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A movement in favor of the erection of a permanent Board of Trade building has been started and the general plan matured by the Committee to finance the project, has received the approval and endorsement of the Board of Directors. The proposition, which will be laid before you shortly, is one which we believe to be in keeping with the growth and development taking place in our city.

Proposed
Board of Trade
Building

The erection of a building such as the one proposed will add to the prestige and importance of this Board of Trade; it will incite a greater interest in our meetings, it will stimulate a greater intercourse among competitors in business, and such intercourse will produce individual as well as public benefit.

We agree with the Committee that as a financial investment it will become profitable. It should not be considered from a financial standpoint only, but as a public movement toward providing a building which will be a credit to the Board and to the city.

In addition to the regular meetings of the Board, the Board of Directors held nine regular and three special meetings; the various Standing Committees 40 meetings, the Special Committees 31 meetings, in all a total of 83 meetings. The time taken up by these meetings averaged from one to two hours each; and conferences taken part in by officers of the Board or members of Committees on matters under consideration were held almost daily.

Record
of
Meetings

Many of you have taken no part in these Committee meetings but you all know, and must take pride in the knowledge, that the interest of no one individual or class of individuals is fostered at the expense of any other interest. You also know that the men who give their time to this work are busy men, and that they bring into our meetings the mature thought and conservative judgment acquired through a successful business training, and that their one interest is to work for Newark and the good of Newark.

The City of Newark is indebted to this class of men for its progress; it is indebted to this Board for many of the great improvements which have taken place in recent years, and while our advocacy of plans and measures fails apparently at times, the wisdom and forethought of their suggestion is generally proven in their adoption later.

In this review it will be our endeavor to refer only to some of the more important matters and questions which through our advocacy or action has resulted in their adoption or consummation, and in as brief a manner as possible submit a few suggestions considered advisable to lay before you for investigation and discussion at a future time.

Drawbridge
Issue

The first success of the year was the decision by the Secretary of War in the contest involving vessel owners and merchants and manufacturers interested in navigation on the Passaic River and Newark Bay, and the several Railroad Companies whose bridges cross these waterways.

The victory which was won after a contest lasting over a year, by our Committee on River and Navigation Interests, who opposed the application made on behalf of these railroads by the powerful Merchants' Association of New York City, for the closing of all drawbridges for two hours in the morning and two hours in the afternoon, for the benefit, as they claimed, of the commuter traffic, was not only a notable one, conserving local shipping and industrial interests, but it is one of far-reaching importance, and the ruling of the War Department in this controversy is not only applicable to the waterways in which Newark is directly interested in, but to all navigable waterways in the United States.

In the judgment of your Board the business men of this city should realize the impending danger from such unwarranted attacks against navigation interests. Behind this movement we believe there was a well defined plan intended to cripple navigation interests, which if successful would have seriously impaired the prosperity and development of our city.

The commerce carried to and from Newark by water is equal almost to the total freight tonnage carried by rail and the proposed closing of the drawbridges would not only have resulted in diverting a great part of this freight to the railroads, but it would in time vest in these railroads the power to exact and collect increased rates on the millions of tons of freight delivered in this city.

In this one instance you will all realize the value of this Board of Trade to our business interests, if it had no other warrant for its existence, this one success more than repays every dollar it has cost since its organization.

We might expect other attacks of this kind, and as a warning we urge the members of this Board to be on guard, and to

resist with your combined influence any attempt which might be made to injure, obstruct or interrupt navigation on these natural highways.

Our second success followed as a sequence to the agitation and discussion of the question of abandonment of navigation of the Morris Canal. The State Legislature having recognized our request to defer the passage of legislation until those interested had time to be heard and to digest proposed legislation. Our action in this important matter we consider has added to the power and influence of the Board of Trade.

Abandonment of
Morris Canal

Another notable success was that following the public meeting held by this Board, and our action with reference to the question of equal taxation. Leaders in the councils of both great political parties were constrained to reckon with the weight of influence represented in our membership, and the aroused public sentiment which followed had much to do with the appointment of a State Commission, and with making the question of Corporation Taxation the dominant issue of both parties in the recent campaign.

Equal
Taxation

In our judgment it will not do for this Board to remain passive while legislation is pending. This Board represents the intelligent public sentiment of Newark, and we feel it is our duty to carefully investigate proposed legislation and see to it that an equitable distribution of the taxation burdens is made, between property owned by individuals and that owned and used by corporations.

Another success of importance today, and of more importance to the future, was that of securing legislation, and municipal action, providing for the relaying of water mains from the high service reservoir to the central section of the city as an auxiliary service to the Fire Department. The value of this service as an added protection to our business centre was evident, and the need of high pressure distributing mains apparent, while in the matter of fire insurance rates, which was the underlying reason for the persistent action of your Committee on Municipal Affairs in urging the carrying out of this improvement it was most important. With this beginning we consider it important for our Committee to continue

High Service
Water Mains

its agitation in favor of extending this system to all parts of the city in place of the present inadequate one, and we would so recommend.

Channel
Improvements

The work of the Committee on River and Navigation is certainly highly gratifying. They not only succeeded in having a new project adopted calling for an increased depth in the channel, but they were successful in having made available the whole amount of the appropriation of \$296,000, and the authorization of the Secretary of War for the signing of contracts for the completion of this project. They also secured a special appropriation of \$10,000 which was expended during the year in removing several bars obstructing navigation, which were formed in the channel by reason of the floods in the early Spring.

To advance navigation interests is the special object of this Committee, and by way of doing so they have taken river soundings which will prove of great value; they have made records showing the rise and fall of the tides at different points along the river, they have secured special river inspection, and have kept watch to prevent vessel owners and contractors from dumping refuse matter in the channel.

To prevent further obstructions to navigation, delegations have been sent to Washington to oppose the construction of pile bridges, and to advocate the removal of present ones detrimental to shipping interests.

Your Directors have a recommendation to offer which we consider will be valuable to this Committee in their work, and that is, that a law should be passed compelling the owners of meadow property fronting on the river or bay, to erect bulkheads before any dumping or filling is permitted.

In several instances where shore front property has been filled in the soft mud has been forced from underneath into the stream, choking up the channel and helping to destroy the very improvements for which the Government is expending large sums.

This condition should not be permitted and legislation should be sought to compel owners to make proper provision before dumping is allowed.

The betterment of freight facilities and passenger transportation has been greatly advanced through the action of the Committee on Transportation and Freight. The Central Railroad Company, partly by reason of the work of this Committee, has purchased the block of property bounded by Lawrence, Ward and Mechanic Streets, on which additional freight facilities and a splendid storage warehouse system will shortly be provided. This same company has promised to give better train service, better freight service and provide better depot facilities. The Lackawanna Railroad have also partially promised to enlarge their present freight facilities, and give more attention to the receipt and shipment of local freights. The Erie Railroad have also interested themselves in the matter of improvements, both for freight and passenger service. This is certainly a substantial result to the credit of this Board, which will add to the advantages already possessed by Newark manufacturers and merchants.

Freight
Facilities

In the interest of, and for the better protection of the working classes, this Board endorsed and supported the movement for the creation of the State Tenement House Commission. The work of this Commission is in line with the progress which we most desire to see in the New Newark. It will not only correct existing unsanitary conditions, but will bring about an increase in taxable assets through an improved class of property, conferring thereby general benefit.

Tenement
House
Commission

In the defeat of the movement to build a trolley loop around the new City Hall, the influence of this Board was demonstrated. In preventing the usurping of public property for corporation uses, we have virtually established a precedent which will be of undoubted value in the future.

Trolley
Loop

When our business interests demanded additional mail facilities, the investigation and prompt action taken by this Board (supplemented the efforts of Senator Dryden and Congressman Parker) resulted in having the Postal Authorities at Washington provide an additional force of carriers.

Mail
Facilities

The successful outcome of the agitation in favor of the planting of trees on our streets and avenues resulting in the appointment of a Tree

Tree Planting
Commission

Planting Commission, is also gratifying. The work this Commission is engaged in will be appreciated and will result in helping to beautify Newark. The members of the Committee who carried this matter to a successful issue are to be congratulated.

Firemen's
Fund

The call of distress found members of the Board ready to render substantial aid, as evidenced by the spontaneous contributions to a fund for the benefit of families of the firemen whose lives were lost at the Weiner fire. The sum of \$9,378.00 having been contributed by our business men in answer to a call issued by a Special Committee of this Board.

Other
Important
Subjects

Another important phase of our work is found in our opposition to schemes, legislative or otherwise, considered undesirable, such for instance, as the proposed legislation restricting the placing of advertising signs adjacent to public highways, the passage of the eight hour bill, the Anti-Injunction Bill, the compulsory use of the metric system of Weights and Measures, the Minority Stockholders Bill, Mortgage Loan Amendments, Stationary Engineers Bill, and other such matters inimical to business interests.

Others again having to do with business or local conditions, considered and acted upon in committee, were the question of adjustment of tariff rates, on freights, the use of soft coal by manufacturers, the uniform bill of lading, the necessity for the erection of a bonded storage warehouse, the betterment of sanitary conditions in and about Centre Market, the adjustment of water meter charges, the better housing of the city poor and the movement for the removal of dangerous grade crossings.

Of measures advocated we can number but two failures during the year; one was the movement favorable to a smaller Board of Education, and the other in the matter of securing a law to prevent auction sales by itinerant vendors. It is unnecessary to explain the failure of the first movement; as regards the second, it would appear our request for legislation was neglected at Trenton.

It would appear from this review that our Board of Trade has made a record for "doing things" and has established itself as a working body, one in which every man who calls himself a merchant or manufacturer, or a business man, should be a member of.

For about thirty years following the organization of this Board, its membership was apparently confined to a few of our most successful business men, but within the recent ten years, a new spirit has developed in keeping with the aroused interest in the rapid growth of Newark in all lines of industry and commerce. In the success attendant upon increasing our membership, we have really accomplished the greatest object of all, the concentration of an all powerful influence favorable to public progress and improvement.

To Increase
Our
Membership

From a membership of about 218 in 1898, we number today over nine hundred, of which number 244 were elected in 1904.

There should be no stop in this movement until our membership numbers 2500, as we believe there are at least that number of men in the City of Newark who believe in such a work as this Board is engaged in performing.

Our new members should understand that they have an equal right and equal chance to become active in the work, as this Board is substantially to each member what he himself makes of it. Every meeting of the Board offers the opportunity. The one thing necessary is to come prepared with a resolution, calling for the appointment of a committee for the performance of some particular work which will be of benefit to the business or public interests.

As to work under way and contemplated, we have commenced an agitation in favor of the creation of a general department for the purchase of supplies for city government uses. There is under way an investigation relating to the question of public service franchises, and their relationship to future municipal development. The advisability of undertaking the establishment of an employers' bureau for the betterment of conditions existing between employers and employees is under consideration, as also a proposal for the opening of an Employees' Agency for the mutual benefit of the unemployed as well as the employer.

Work
Under
Way

Another work which we consider will be for the benefit of the future Newark, is that of securing concerted action to regulate the height and character of buildings to be erected henceforth in all parts of the city.

Height
of
Buildings

This subject has been suggested and talked over informally

and your Board would suggest that it be made a matter for consideration and report by a Special Committee, the same Committee to take into consideration the question of street fixtures, such as signs, lamp posts, trolley poles, street names, etc.

Meadow
Reclamation

A labor of public importance undertaken at the request of the indefatigable Chairman of the Committee on Meadow Reclamation, by a Committee of Engineers consisting of Messrs. Hering, Vermeule, Owen, Luster, Schlegel and Van Duyne, is that of maturing a series of plans for the solution of the problem of meadow reclamation, comprehending the utilization of the bay shore frontage for dock purposes, for railway terminals, and for manufacturing and commercial use. This report when rendered will undoubtedly prove of great public service in the final solution of this question.

The opportunity presented by this great stretch of dock frontage is one which may well command the best thought of business men. It is suggested that if the riparian rights to this property could be secured by the city, and its control placed in the hands of a commission with power to decide as to its future improvement, no similar expenditure of money by the city would ever realize more direct financial benefit.

The results anticipated may appear to many as being too far off, but twenty years, while a long time coming, is a very short time after all, and if our estimate of the growth of population and industry is not overdrawn, every foot of these vast meadows fronting on the river and bay will be in demand for wharfage and commercial purposes within the coming twenty years. It is for this Board to continue its work and advocate municipal action.

Increase
of
Population

It will be interesting at least, perhaps valuable, to cite an estimate showing the possible increase in population, which we may expect within the coming twenty years, based upon the percentage of increase shown in Government statistics. In 1860 our population was 71,940; our increase in population between 1890 and 1900 was 65,000; in ten years the increase amounted practically to the building of a city equal to what Newark was in 1860.

The increase between 1860 and 1870 was 34,000, between 1870 and 1880, during the panic years, it was 31,000; between 1880 and 1890 it was 45,000; a natural increase of about 33 per

cent. in each decade. This increase is going to be greater, and not less, and it means that the present Newark without annexation, will increase between 1900 and 1910 at least 100,000, and between 1910 and 1920 over 150,000, and that it will contain more than 500,000 inhabitants, or twice its present population. The suburban towns, it is safe to estimate, will have a population equal to this number, making Newark the centre of a population of about 1,000,000 people in 1925.

During the past thirty years the percentage of increase in valuation has kept pace with the increase in population, and at the same rate within the next twenty years our present valuations will have doubled, the bulk of this accumulation necessarily being in the central section of the city, or in the values to be created by the use of shore frontage property.

The evolution and development in all lines of industry and commerce compels thoughtful consideration if we are to help in the upbuilding of a great commercial centre, which no one doubts Newark is destined to become.

The Effect
of the
City's Growth

The restricted plans and ideas of today must give place to more advanced ones, because in the very near future the effect of the growth of this city will be phenomenal.

Before twenty years have passed the Greater Newark no doubt will have been accomplished, and our city boundaries will extend and include the towns east of the Hackensack to the top of Orange Mountains, and may reach and include the present city of Elizabeth; ranking Newark among the first cities in the United States in manufactures, commerce and financial wealth.

The
Greater
Newark

The condition of present day facilities of all kinds are admittedly inadequate. What then must be done to provide for future requirements? That is the question before the business men of this city today. If we leave it for those who may chance to become office-holders, what possibility is there of anything being done as it should be. It is in work of this kind that our Board of Trade is invaluable. It is for us to anticipate, to look over the situation, to consider the needs of the future, to discuss, investigate and commence a campaign of education, in the hope that those on whom it may devolve to perform the official duty of providing for Newark's future needs will have benefited thereby and the city be the gainer.

New
Developments

On every side are to be seen great signs of what the future city is going to be. Our new municipal buildings, the present homes of our institutions, and those projected, the modern construction of office and commercial buildings, the apartment house movement, the transformation and extension in public service utilities, all foreshadow what is to follow.

Congestion
of
Traffic

The problem of relieving congestion of traffic in the central section of the city has become so urgent that something must be done. No plan considered offers advantages equal, in our judgment, to the proposed abandonment of navigation on the Morris Canal, and the conversion of its roadbed for rapid transit purposes. Its use for such a purpose would materially relieve the situation of trolley congestion and transportation, but even with the transportation question solved, other arrangements must still be made to meet the daily increase in business traffic.

Some
Changes
Suggested

The suggested opening of a continuous thoroughfare from Broad Street to Springfield Avenue, using Branford Place, through the old burying ground, the widening of Canfield Street, and the acquiring of necessary properties from Washington Street to Springfield Avenue, by way of present day relief, as well as future wants, offers a practical solution.

The widening of Beaver Street, and its further opening to Commerce Street, is another which would, in our judgment, be of vast benefit. The cost of such a work would be large, but it will not grow less by delay.

We suggest that a special committee be appointed to consider and report as to the feasibility of carrying out such an improvement, taking into consideration the probable cost to the city, the advantage to be gained, and the effect such improvement would create in the matter of enhanced value to property benefited.

A suggestion which meets with our endorsement is to recommend that municipal action be taken to change the name of Park Place and make that thoroughfare a continuation of the East side of Broad street. By so doing, certain recognized advantages would follow, without any disadvantage over present conditions.

This is a matter which might be taken up by the Committee on Municipal Affairs with our city officials.

One of the largest items of expense incurred yearly is that for pavements, and no form of municipal development has been more gratifying, or conferred greater benefit since the inception of the plan providing for the payment of cost in yearly installments. There is, nevertheless, an insistent demand that something be done to protect the property owners like those on Mt. Pleasant Avenue, and other streets, from being called upon to pay for inferior pavements, and it seems to your Board that some action should be taken to assist in devising a plan for the testing and inspection of pavements.

The Question
of
Pavements

During the last eight years property owners have expended over \$3,900,000 for pavements, and if report is true, a great percentage of this vast sum has been paid for inferior or worthless material.

In our judgment, a physical test should be made of every pavement by competent engineers, to determine its durability and wearing qualifications; the wants of the neighborhood, the requirements for safe traffic and the question of sanitation being considered.

It has been suggested by a member of this Board whose practical ability is unquestioned, that our city authorities should be urged to secure legislation for the purpose of determining what constitutes the life of a pavement, in order to enable the Board of Street and Water Commissioners to decide when a new pavement should be laid, and the cost of the improvement assessed against adjacent property.

Worn
Out
Pavements

The wretched condition of some of the main avenues leading out of Newark to the populous suburbs of the city, Bloomfield Avenue, Central Avenue, Frelinghuysen Avenue, and particularly Sussex Avenue, furnishes a substantial reason for so urging. The merchants of Newark are using every endeavor to attract the trade of the suburbs to their stores. They have made repeated requests for the improvement of Sussex Avenue, and other main arteries leading into the city, but owing to the objections offered by property owners to the cost of a new pavement, these necessary improvements seem to be as far off as ever.

The Trade
of the
Suburbs

Broad
and
Market Sts.

Serious complaint is also made against the condition of the pavements on both Broad and Market Streets.

The high crown of the pavement on Broad Street is responsible for an untold number of accidents yearly, involving considerable loss in breakage of harness and vehicles, through the falling of horses, not taking into consideration the nervous shock to those driving. To say the least, these pavements are in a wretched condition and call for a relaying, if not a repavement.

The subject matter of pavements, in our judgment, is worthy of special consideration, and could profitably be made a subject for a report to this Board at a future day by the proper Committee.

Public
Schools

In the matter of Public School construction we recognize the value of Mayor Doremus' recommendation for the employment of a competent architect to design and supervise the construction of schools and other city buildings, and while endorsing the same, we feel that something further should be done in the matter of selecting sites for school purposes.

The utilitarian spirit which has predominated to the detriment of the city, to its school buildings, and to our school children, is really responsible for much of the adverse criticism that we hear against our School Board.

While we endorse the Mayor's suggestion, we wish to go further and advocate the enactment of legislation making it compulsory henceforth upon our School Board to purchase not less than 200 feet square of ground for public school uses when selecting a site; this area to be restricted so that not more than one-third shall be built upon, the remaining two-thirds to be reserved for playground and lawn purposes. This will mean additional cost, but the money will be well spent, and if we understand the wish and will of our citizens, it is good results they want and not patchwork.

If this suggestion meet with your endorsement, we hope you will instruct the Committee on Educational Affairs to advocate it, and urge the Board of Education to move in the matter of securing such legislation.

Police
Department

In order to secure a more efficient Police Service and to improve the personnel of the force, we would advocate the appointment of a Board of Examiners, to be constituted by the Chief and

Captains of Police. With the machinery of the Department at their command, the record of each applicant can be secured, and if unfit men are appointed the responsibility could then be fixed. Considering such a plan infinitely better than the present one, we recommend it for your action.

While the diversity of our industries has served as a shield to protect the business interests of our city from the violent disturbances growing out of labor conditions, still in several lines, notably the building trade, heavy financial losses have been incurred, and conditions unprofitable alike to employer and employee have resulted.

Disturbances
in
Trade

In the last report of your Board of Directors arbitration was urged to settle disputes growing out of differences existing in trade and manufactures, and an effort to bring about such a result made. Unfortunately labor reasoned that a tribunal of the Board of Trade could not be impartial. The reasonable and best solution is to come together for discussion, and what cannot be decided upon in conference is, as a general thing, not sufficient of itself, to create a break, and if left to an impartial arbitrator both parties must unquestionably be the gainer. We can only renew our former suggestion in the hope that good may come of it.

In the message submitted to Common Council by Mayor Doremus, there are several suggestions of reform, which, if carried to a successful issue would be of great public benefit; particularly his recommendation in favor of the creation of a Board of Estimate and Apportionment.

Progressive
Ideas

Such a Department would enable the various departments of the city government to be handled and managed to much better advantage than under present conditions.

He also urges the establishment of an Ambulance System in the Eastern section of the city.

We, as a body, would go a little further, and endorse the recommendation of the last Grand Jury in favor of an Ambulance System in connection with the hospitals, in order that a physician may be available when required.

His utterances in connection with the indecent placarding of objectionable theatrical shows has met the approval of all right thinking people. The indifference of the Police Department to such matters deserve censure, and moreover, your Board feel that

a halt should be called on productions indecent and immoral in character.

We desire to take advantage of this opportunity to compliment the Board on the great success of our annual banquets. These affairs originally were intended to bring about social intercourse among members. The wide popularity which they have attained has helped to advertise Newark and has added very much to our prestige at home and abroad.

These occasions have enabled the Board to extend its hospitality to many gentlemen prominent in National and State affairs, and it is certainly gratifying to feel that when Committees go to Washington to look after public interests that they have friends at Court.

Among some of the eminent gentlemen that our Board has had the distinction of entertaining as guests are Vice-President Fairbanks, Senators Carmack, Dolliver, Blackburn, Clark, Daniels, Congressman Burton and others.

We consider it due to the Chairmen and members of both the Standing Committees and Special Committees, to record an acknowledgment of thanks in the name of the Board for their services; a recognition which is justly due.

To our representatives at Washington, Senators Dryden and Kean, and Congressmen Parker and Wiley, we feel under many obligations, for courtesies received, and for assistance to Committees and delegations appearing at hearings of Congressional Committees, or before officials of Departments, and it is a pleasure to say of Mayor Doremus that he desires to be counted as a working and active member ready at all times to co-operate in every possible way to advance the work of the Board of Trade, because in so doing he feels that he is working for the development of Newark.

To the press of the city this Board is grateful, not only for the publication given the proceedings of our meetings, and the doings of our Committees, but particularly for the cordial spirit of good will manifested, and the hearty co-operation given in support of measures advocated having to do with the public welfare.

The Board of Directors desire to enter in this annual report an earnest expression of appreciation of the faithful and efficient services of Secretary Reilly, and of the stenographer, Miss Esther Mahon, both of whom have been untiring and intelligent in their

work and to both of whom much of the good work of the Board is due.

In closing this already too voluminous report, permit us to add a few words in answer to the query: Why business men find time to interest themselves in a body like the Board of Trade?

Our answer to this is, in the form of another question:

Where else does the individual citizen come in for consideration by either political parties in the matter of government, in the selection of representatives, or in any way have a right to criticise the action of public officials? What say has he in the making of nominations, or in the matter of legislation, State, municipal or otherwise?

When a man stands on the floor of the Board of Trade to give voice to his opinion upon any or all questions of a public character, he receives attention.

In the words of an ex-President of this Board, it is not only an honor to hold membership, and to be numbered as one of the finest representative body of men in our community and State, but it is a privilege, indeed, and one every citizen of repute should be proud to attain.

Submitted with the approval and endorsement of the Board of Directors.

JAS. M. REILLY,
Secretary.

SECRETARY'S STATEMENT.

For the Year Ending December 31st, 1904.

CASH ACCOUNTS.

Dr.

To cash on hand	\$ 10 00	
To cash for annual dues, 1901	10 00	
To cash for annual dues, 1902	20 00	
To cash for annual dues, 1903	170 00	
To cash for annual dues, 1904	7,530 00	
To cash for annual dues, 1905	290 00	
		\$8,030 00

Cr.

By cash deposited in the Manufacturers' National Bank to the credit of the Treasurer.....	\$8,030 00	\$8,030 00
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MEMBERSHIP STATEMENT.

Number of members January 1st	685	
New members elected during year	244	929
Resignations	19	
Deceased.....	4	
Dropped from roll	9	32
Total of.....		897

JAMES M. REILLY,
Secretary.

January 11, 1905.

TREASURER'S STATEMENT.

For the year ending December 31st, 1904.

Dr.

To balance in bank January 1st	\$3,986 02	
To cash received from Secretary	8,030 00	
To cash interest on deposits	119 20	
		\$12,135 22

Cr.

By disbursements on orders passed by Board of Directors.....	\$6,251 86	
By balance in Bank December 31st.....	5,883 36	
		\$12,135 22

JAMES E. FLEMING,
Treasurer.

January 11th, 1905.

**RECORD OF RESOLUTIONS ADOPTED
DURING THE YEAR 1904**

METRIC SYSTEM OF WEIGHTS AND MEASURES.

Whereas, The Newark Board of Trade has been informed that legislation looking to the adoption of the metric system of weights and measures as legal standards of the United States and Territories is about to be made compulsory,

Resolved, That this Board earnestly protest against any change in the existing system of weights and measures or the compulsory adoption of the Metric System in the United States or its Territories.

Adopted January 14, 1904.

ADVOCATING LEGISLATION FAVORABLE TO THE REVIVAL OF AMERICAN SHIPPING IN THE FOREIGN TRADE.

Resolved, That the Board of Trade of the City of Newark favors the enactment of legislation in the interest of the revival of American shipping in the foreign trade, and hope that through the careful consideration of all issues involved there may be developed by our National Legislative and Executive Departments a wise and efficient plan for the creation of a suitable American Merchant Marine to be built, owned, officered, and as far as may be, manned by American citizens.

Resolved, That a copy of this report be transmitted to the commercial, maritime and trade associations of the United States and to the Senators and members of Congress from New Jersey.

Adopted January 14, 1904.

TO PREVENT UNJUST DISCRIMINATION IN TARIFF RATES AND TO PREVENT THE CHARGING OF UNREASONABLE RATES BY RAILROADS.

Whereas, The important commercial bodies of the United States petitioned Congress for the enactment of the so-called Elkins Bill, which measure prohibited any departure from published tariff rates for the transportation of property, imposing heavy penalties for any violation in the payment of rebates or otherwise, and

Whereas, Great benefit to the commercial interests of the country have been conferred through the operation of this measure, it has proved effectual in removing and remedying flagrant wrong occasions in the past by discriminations between individual shippers,

Resolved, That it is of equal importance to secure the enact-

ment of further legislation which will prevent unjust discrimination in tariff rates between different localities and between different descriptions of traffic, and also to prevent the charging of unreasonable rates. Further

Resolved, That the Board of Trade of this city, representing its commercial and manufacturing interests, believe that authority should be vested in the Interstate Commerce Commission to determine wherein rates are discriminative or unreasonable, and that their decision should become immediately effective and continue until over-ruled by the Courts.

Resolved, That copies of this resolution be sent to the representatives from the State of New Jersey and that they be urged to use their best efforts to secure the enactment of such legislation as will accomplish the purpose indicated and give practical effect to the primary requirements of the Act to Regulate Commerce, viz.: "All charges made for any service rendered or to be rendered in the transportation of passengers or property, or in connection therewith, shall be reasonable and just."

Adopted January 14, 1904.

ADVOCATING IMPROVEMENTS IN NAVIGATION AND IN THE CONSTRUCTION OF BRIDGES.

Whereas, It is desirable to give expression to the aroused and growing appreciation of the value and importance of the waterways in and about the City of Newark, their improvement and development, to meet the demands of our increasing commerce, and

Whereas, It is an uncontroverted fact that the system of navigation of any country besides essential as great highways of commerce are natural and effective regulators of freight rates, and therefore their continuous and systematic improvement is urged, and

Whereas, Other communities with greatly inferior tonnage and value over less important waterways than the Passaic, through their activity and earnest demands have secured greater appropriations; therefore be it

Resolved, That we consider the deepening of the Passaic River and Newark Bay to 12 feet at low water under the project in force an immediate necessity.

Resolved, That in view of the great increase of Newark's manufacturing industries in the past few years, the certain and early extension of her corporate limits, the present demands of

her rapidly growing water borne commerce, it is a necessity recognized by this Board that calls for a new survey and report as to the feasibility and cost of a channel not less than 15 feet deep at mean low water and that this request be urged for adoption by Congress.

Resolved, That in addition to a deeper channel in the Passaic and Bay as important factors in the growth and prosperity of this and adjoining communities, improved conditions in some of the bridges over these waters are imperatively demanded, and in the opinion of this Board all pile bridges should be replaced at the earliest possible moment by those of modern construction carried on permanent piers with spans of not less than 100 feet.

Resolved, That we earnestly and emphatically object to the erection of any new bridge carried on piles or with narrow draw openings.

Adopted February 10, 1904.

BILLBOARD ADVERTISING MEASURE.

Whereas, The provisions of Assembly Bill No. 183 are considered onerous and prohibitory by the representatives of the mercantile and commercial interests of the City of Newark, and

Whereas, We consider such legislation injurious to the trade interests of the State at large and to Newark in particular, and, moreover, that such a measure is in restraint of trade and therefore unconstitutional; be it

Resolved, That we enter an emphatic protest against the passage of such measure and that we earnestly petition the Legislature to defeat its enactment.

Adopted March 9th, 1904.

TAXATION OF SECOND CLASS RAILROAD PROPERTY.

Whereas, Under existing laws when railroad companies acquire additional property to be used for railroad purposes, such property is removed from the lists of the taxable property of the municipality in which it is located, and only partially taxed by the State; and

Whereas, Such acquisitions have increased enormously in recent years and must necessarily continue to increase, thereby imposing additional and unjust burdens upon the other taxable property of such municipality; therefore be it

Resolved, That we, the Committee on Taxation of the Board of Trade of the City of Newark, do hereby respectfully

petition and urge the Legislature of the State of New Jersey to enact a law which will provide for the assessment of all such railroad properties upon the same basis and at the same rate as the property of individuals in such municipalities are taxed, and further that all moneys paid for taxes on this class of property to the State shall be distributed to the various municipalities in which such properties are located.

Approved March 9th, 1904.

EIGHT HOUR BILL.

Resolved, That the Board of Trade of the City of Newark is opposed to the enactment of the so-called Eight Hour Bill now before the Committee on Labor of the House of Representatives as we consider such a law would injure the manufacturing, commercial and labor interests of the United States.

Adopted March 9th, 1904.

FAVORING THE EQUAL TAXATION OF ALL RAILROAD PROPERTY.

Whereas, The belief has become general that the large railroad interests of the State do not pay their fair proportion of the annual taxes levied to support the municipalities of the State, and

Whereas, The question of Equal Taxation has been a subject for discussion and study for a number of years, and has engaged the attention of the public bodies at various times, culminating in the introduction in the General Assembly during the week of January 25th, 1904, of a bill providing that all such properties shall be assessed upon the same basis and at the same rate as the property of individuals and that all moneys paid for taxes on this class of property shall be distributed to the various municipalities in which such properties are located.

Whereas, The provisions of these measures are eminently fair and have the endorsement of the entire tax-paying public aside from the corporations affected, and

Whereas, Every effort made to have these measures acted upon during the present session of the Legislature, or even considered by that body, having failed, and notice having been given that the Legislature would adjourn tonight, considering the importance of the interests affected and the urgency for some remedy to equalize the burdens imposed upon the various municipalities, be it

Resolved, That the Board of Trade of the City of Newark

considering the issue involved in this question of the highest importance to the public welfare, hereby records a formal pledge to issue an appeal to the tax-paying public of this State urging an independent movement to compel all candidates for membership in the next Legislature to place themselves on record and to pledge themselves to work and vote for the enactment of measures which will guarantee to the people in all parts of this State equality of taxation.

Resolved, That we favor the organization of a State League to carry out the intent and purpose covered in the foregoing resolution and that a committee of twenty-five be appointed by the President of this Board to effect the organization of such a League, and that membership in this League shall be open to all commercial, civic and other organized bodies except those of a political character, who shall appoint delegates with power to advocate the principles for which such League is formed.

Adopted March 25th, 1904.

FOR THE IMPROVEMENT OF POINT JUDITH.

Resolved, That the Board of Trade of the City of Newark respectfully petitions the Congress of the United States to make the necessary provision without delay for completing the Harbor of Refuge at Point Judith, R. I. That work has been undertaken by the Government in recognition of the great dangers that always threaten the life and shipping at that point on our coast, and has been carried almost to completion, including the Easterly shorearm breakwater, which latter is a necessary part of the improvement only remaining to be constructed. The Easterly shorearm breakwater, however, is essential to protect the mouth of the Harbor against the sweep of the sea, and provide the other conditions which are desirable in a Harbor of Refuge besides safety from storms, and the Harbor will be unsafe and almost useless until this important and comparatively small part of the work is completed. The enormous commerce and large number of lives imperiled in the absence of this small appropriation appeals to Congress for immediate action.

Adopted April 13th, 1904.

TO IMPROVE TRADE CONDITIONS WITH CHINA.

Whereas, It is essential to the continued prosperity of the rapidly growing industrial and mercantile interests of America

that there should be the broadest possible extension of markets for our products, and

Whereas, It is necessary that better trade relations may be established with China, in order to realize the vast possibilities in that direction for American manufacturing and mercantile interests, and

Whereas, The visit to America of His Highness, Prince Pu Lun, Imperial Commissioner to the St. Louis Exposition, affords an opportunity for preliminary steps toward bringing about larger trade relations between the American and Chinese people, be it

Resolved, By the Board of Trade of the City of Newark that we urge the United States Government through its proper authorities to put into operation regulations which, while excluding Chinese laborers from further admission to the United States, will provide for the admission and protection of the legally exempt classes of Chinese citizens, who under the present laws are entitled as officials, merchants, students and tourists to visit our country and to this end we endorse the proposition to require conclusive credentials for this purpose to be procured from our diplomatic representative in Peking and authorized Consular officials of the United States stationed in the treaty ports of China, also

That we join with other commercial organizations of the leading cities of the United States in requesting His Imperial Highness, Prince Pu Lun, to procure the appointment of a Commission by the Chinese Government who shall in the near future visit the leading cities of the United States for the purpose of personally inspecting our varied manufacturing, mercantile and educational institutions, to the end that better understanding may thus be brought about and may speedily result in the establishment of larger and better trade relations between the people of the two countries.

Adopted May 11th, 1904.

OPPOSING THE GRANTING OF A FRANCHISE TO CONSTRUCT A LOOP AROUND THE NEW CITY HALL.

Whereas, Application for the right to girdle the new City Hall property for trolley loop purposes has been made to the Board of Street and Water Commissioners, and an ordinance has passed its first reading before the said Board, and

Whereas, This Board of Trade has at all times been foremost

in advocating public improvements considered for the best interests of the entire community, and has been equally observant and active in opposing the granting of special privileges or permitting encroachments upon public or private rights, and

Whereas, In advocating municipal progress and development this Board was largely instrumental in creating public sentiment in favor of securing the building of a new City Hall, and cannot fail to regard the pending application as a wanton encroachment, one absolutely unnecessary and uncalled for.

Because, No substantial or valid reason has been advanced which would justify any municipal officer of this city voting in favor of such a proposition.

Because, The proposal that such a loop would tend to relieve the congestion at the four corners and improve the trolley service throughout the city cannot be accepted as favorable to the application made, for the reason that if such a loop in the central part of the city will bring about such conditions, Public Service has a right to purchase private property for the safe and economic conduct of their business without asking the public to make a donation to them.

Because, In the purchase of this property by the people of the City of Newark, a high order of civic pride was represented and no official invested by the people with governing authority should dare to grant away to any individual or corporation the money or property of the citizens of this city without due compensation; therefore be it

Resolved, That a protest be entered in the name of this Board with the Mayor of the City, the Board of Street and Water Commissioners and the Common Council against the granting of a right which will permit the building or laying of trolley or railroad tracks on properties purchased by the city for a special purpose.

Resolved, That if the protest entered by this Board is not respected, the President be authorized to appoint a committee to act in the name of the Board, and that full power be conferred on the said committee, to commence legal proceedings against the carrying out of such encroachment and abuse of public rights.

Adopted May 11th, 1904.

FAVORING THE REMOVAL OF THE ALMSHOUSE TO A NEW SITE

Whereas, In 1899 the City Alms house was made the subject of discussion by the Grand Jury then sitting, and their present-

ment and recommendation for its removal to another site where considerable ground for farming purposes could be had, received the endorsement of this Board, and

Whereas, Attention has again been called to this matter by his honor, Mayor Doremus, and the suggestion has been offered for locating this institution at Verona or some point where suitable lands may be secured; be it

Resolved, That this Board of Trade favors the carrying out of such a project on behalf of the broken down working people who find it necessary to seek shelter under the public care.

Resolved, That the Committee on Municipal Affairs be requested to give this subject their careful consideration and confer with the proper committee of Common Council and city officials with reference to the abandonment of the present almshouse and its establishment in a more favorable location.

Adopted June 8th, 1904.

ADVOCATING THE CREATION OF A GENERAL PURCHASING DEPARTMENT BY THE CITY.

Whereas, The advisability of creating a department for the purchase of supplies required for public use by the several departments of the city government has been brought to the attention of the Board of Trade, with a request that the matter be given careful consideration, and

Whereas, The concentration of responsibility as well as the advantages of purchasing supplies in bulk, according to known business methods, appears to men of affairs as a reasonable and safe proposition, be it

Resolved, That a Special Committee of five members be appointed for the purpose of conferring with the Mayor and such other city officials as may be determined, to ascertain the feasibility of carrying into effect such a plan, and that the committee be requested to report to this Board the result of their findings at an early date.

Adopted November 16th, 1904.

TO COMPEL THE REMOVAL OF CERTAIN GRADE CROSSINGS.

Resolved, That the Board of Trade of the City of Newark endorse the petition of the Clinton Hill Improvement Association urging the doing away with grade crossings on the West Newark Branch of the Pennsylvania Railroad, and that a special com-

mittee be appointed to represent this Board, and present to the Board of Street and Water Commissioners the necessity for an immediate commencement of action to compel the removal not only of these crossings, but all other grade crossings within the corporate limits of the city.

Motion was made to have a Special Committee appointed to investigate conditions, and the above resolution was offered as an amendment to the motion and adopted by unanimous vote.

November 16, 1904.

FOR THE SUPPRESSION OF VICE.

Whereas, The fair name of this city has of late been called into question by statements and criticisms in the press and by public utterances, largely based on the recent fatalities in a so-called "Hotel" under reprehensible and disgraceful conditions, and

Whereas, It is asserted that the circumstances and attention shown to the unfortunate victims of this tragedy was in many respects contrary to city ordinances, and

Whereas, It is further publicly asserted that pool selling and policy playing is conducted in this city practically in an open and undisturbed manner, that laxity and indifference to a strict observance of our ordinance is also noticeable, and that in the criticisms referred to the police force are held up as derelict in their duty, therefore be it

Resolved, That this Board organized for the advancement of all that relates to the welfare, prosperity and good order of this community, view with regret the necessity that calls forth these strictures, and consider that the good name of the police of this city should be conserved and placed on a par with that of our firemen, and to this end be it

Resolved, That the attention of His Honor, the Mayor, as well as that of the Police Commissioners of this city, be called to this situation by sending them copies of these resolutions with request that they investigate these statements so publicly made and take such action as may be right and proper to protect the good name of Newark.

November 16, 1904.

A VOTE OF THANKS.

Resolved, That this Board desires to record its obligations and express its thanks to the daily papers of Newark for their wise, persistent and hearty advocacy of a Small Board of Education.

Adopted November 16, 1906.

REPORTS OF COMMITTEES

REPORT OF THE COMMITTEE ON RIVER AND NAVIGATION INTERESTS FOR THE YEAR 1904

TO THE BOARD OF TRADE:

GENTLEMEN—In submitting a report of the work attended to by the Committee on River and Navigation Interests for the past year we find it possible to treat only the more important matters which have occupied our attention; as to attempt to enter into detail regarding the numerous hearings before the Corps of Engineers, U. S. A., the Committee on Interstate and Foreign Commerce, the Committee on Rivers and Harbors of Congress, besides interviews with City, State and other officials, on matters relating to river improvements, would involve too much time in its presentation.

With the commencement of the year the Committee found the conditions maintaining in the channel in serious shape, caused by the filling in with silt occasioning heavy shoaling, due to the great flood of October, 1903. The work of improvement which was being carried on by the Government came to a stand still also for lack of appropriation to continue it. It was anticipated, however, that work under the new contract authorized by Congress, and approved by the War Department, which provided for a 12-foot channel, would be commenced.

The unusual severity of the preceding Winter produced great fields of ice, which accumulated and became anchored between the bridge of the Lehigh Valley Railroad Company and the bridge of the New Jersey Central Railroad Company across Newark Bay, to an extent which compelled a practical suspension of navigation between this city and New York for a number of weeks.

The retention of the ice between these bridges is due to the faulty construction of the Long Bridge of the Central Railroad Company, which serves as a barrier to its exit to the sea. The ice-flow with each outgoing tide finds an anchorage along the

whole line of the bridge owing to the thousands of piles which have been driven during the past forty years by the Railroad Company in repairing this structure.

This interference with navigation imposes a heavy burden and serious financial loss to shippers and receivers; which your Committee feel is not justified and some redress should be had.

In the early part of the year a tour of inspection of the river and bay was made for the purpose of noting conditions, and particularly to take observations and photographs of the various bridges across the same. Invitations were extended to, and accepted by Congressmen Parker and Wiley, Mayor Doremus, Lieut. Commander H. H. Hosley, in charge of the waterways in and about New York, representatives from the Board of Works, and by others interested in the work of improvement going on in the river. Several practical suggestions resulted from this trip, which the Committee will endeavor to have carried out in the near future.

It was noted particularly that the Central Railroad Company of New Jersey, since the previous inspection of a year ago, had not completed the second draw-opening in their bay bridge, that they had used large quantities of stone to strengthen sections of the present structure by dumping between the piling, contrary to law, or Government Regulations, which confines the deposit of all solid filling to the section back of the bulkhead line,

It was the general opinion that this structure was a menace to navigation; that it seriously interferes with the commerce of the Passaic and Hackensack Rivers, and as it was erected as a temporary affair over forty years ago, it should be removed and an up-to-date bridge constructed.

An action has been commenced to secure its removal, and we are pleased to report that under date of May 28th, 1904, the Honorable Robert Shaw Oliver, Acting Secretary of War, in a reply states:

“That there are old piles and other materials which are not a necessary part of the bridge, which were left in the waterway, and that they obstruct the flow of the tides to a more or less extent, and that the Company has been notified to remove the same.”

Again, under date of June 30th, 1904, he states:

“That from the reports of the Engineer Authorities it appears that while there is no doubt that the navigation interests

are handicapped by this bridge, and that its entire reconstruction is desirable, the necessity for such entire reconstruction will be so evident in the near future that it will be required."

We consider it important that a modern structure should replace this bridge, one with proper draw openings, in line not only with the demands of present-day commerce, but looking ahead to the splendid prospect of the early development and use of the magnificent Newark Bay shore frontage and adjoining property, which even at this time the commerce of the Port of New York are now considering as their only opportunity for extension of storage and docking privileges.

The experience of the Committee serves to prove that the most effective means in securing concessions or consideration from railroad companies, bridge owners, and contractors, is persistent and continuous agitation and attention, and we have not been unmindful of this fact in urging our claims in all matters having to do with the improvement of the river and bay, or in conserving its navigable condition.

We have maintained the most cordial relations with the members of the Corps of Engineers, U. S. A., in charge of the waterways in and about New York, through interviews and hearings at which plans were submitted and discussed.

A number of conferences were held with officials and representatives of Bayonne, interested in the construction of a new bridge across Newark Bay, which was being advocated by Congressman Benny, of Hudson County.

Our object was to secure the construction of a bridge built on modern principles, with stone piers, set at least 300 feet apart, with draw-openings of sufficient width to accommodate all types of vessels engaged in the carrying trade, and to be sufficiently high so as not to interfere with navigation.

The members of the Committee at a hearing before the Interstate and Foreign Commerce Committee at Washington, were agreeably surprised by the presentation of a letter received from the office of the Honorable Secretary of War, reciting that the bill in question should be amended in various respects, in order to meet requirements adopted by the War Department, which amendments we learned were submitted in answer to the written request of this Board of Trade, as contained in the series of resolutions adopted at our February meeting.

The Committee endeavored at these various hearings to make it plain that we were not opposed to any measure designed

to improve local conditions between communities, but insisted that it was equally important for all parties at interest to secure the construction of a bridge which would not create an unnecessary burden.

The amendments submitted by the War Department were more wide-sweeping than we had dared to hope for, providing that the bridge should be built upon stone piers, 300 feet apart, that draw-openings should be not less than 100 feet in width, and that the bridge should be not less than 30 feet above tide water.

Your Committee feel highly gratified that the War Department has recognized the justice of our protests in the matter of bridge construction, as we realize the great drawback to the rapid future development along these waterways is to be found in the present inadequate and crude construction of bridges, which have been erected both by municipalities and corporations.

Delegations representing the Committee on River and Navigation Interests appeared in Washington on several occasions before the Committee on Rivers and Harbors, to urge the expenditure of the appropriation of \$296,000, authorized by Act of Congress on June 13th, 1902, for the further improvement of the channel of the river and bay.

We have every reason to believe that during the present session this amount will be made available, and anticipate an increased appropriation, which will be sufficient to permit the letting of a contract for the completion of the project as reported by the Corps of Engineers and adopted by the War Department, which calls for a channel 12 feet in depth, and 200 feet wide, from deep water in Newark Bay to the Nairn Linoleum Dock, and from thence to the Greenwood Lake Railroad bridge 10 feet in depth and 200 feet wide.

The Committee has also commenced an agitation to secure the making of a new survey looking to an increased width in the channel, and a further deepening to at least 20 feet, which project we feel it necessary to advocate in view of the fact, that the carrying trade on all the waterways of the United States is being done by vessels of heavier type and greater tonnage.

The number of years that it has taken the Committees to bring about the improvements which have been made, and are now about to be carried out by the Government, would indicate that if we wish to secure a 20-foot depth by 1910, we must take hold of the matter now, and continue a persistent effort to secure

legislation. We feel confident the natural increase in commerce will require and warrant such additional depth before the year mentioned.

The project now under way, it is not expected, will be completed before the year 1907, and as it was proposed and advocated in 1900 it will be seen that we must commence today to secure the improvements which will be required in 1910.

Through our effort an appropriation of \$10,000 was secured from the Emergency Fund to be expended in removing bars formed by deposits occasioned by the flood of the preceding year, which interfered with navigation.

The most strenuous labor the Committee has ever been called upon to perform was in connection with the application made to the Secretary of War by the Merchants' Association of New York City for an order to authorize the various railroad companies to close their bridges over these waters two and one-half hours in the morning, and two and one-half hours in the afternoon of each day, suspending river traffic during these hours.

We secured the appointment of a Court of Inquiry before whom several hearings were held. The final action in the matter was announced under date of November 11th, 1903, by the Acting Secretary of War, to the effect, that these bridges could not be closed to navigation, until they were raised a specified height above low water, and until the Government had completed river improvements, so that tidal conditions would not be a factor in the navigation of these waterways.

This in the judgment of your Committee is a just and wise decision, conserving the interests of those owning wharf property and amply protecting the rights of vessel owners and shippers and receivers of freights; any other ruling would be detrimental to these interests and partial to that of the railroads, who were the actual parties behind the movement instituted through the Merchants' Association.

In furthering the improvement of the river, and in order to be properly informed as to the actual conditions of the work in progress, competent persons have been employed to take soundings in the channel, from deep water in Newark Bay to the Greenwood Lake Railroad Bridge. The result of this work was surprising to the Committee, as it was shown that a wide divergence exists between our findings and the reports made by the Engineers in former years, as laid down on the maps used for reference by the Engineers in charge, and these differences are

ascribed to the lessened flow of the headwaters of the river due to their diversion for water supply uses.

At various points along the river a record has been kept of the rise and fall of the tides, which record will, without doubt, be of very great service and value to the Committee in its work.

It becomes more evident every year that there is urgent necessity for guarding the present condition of the river, by advocating the widening of the draws in all bridges, and by persistent effort to secure greater interest on the part of the Government in the deepening and widening of the channel.

The movement of freight on this river during the past year aggregated 2,500,000 tons, with an estimated value of over \$130,000,000. This, when taken into consideration with the rapid growth in population and industry, not only in the City of Newark, but the surrounding cities and towns, and the great increase in municipal improvements, serves to indicate that the Passaic River is bound to be a great factor in our future development.

The evolution going on in the construction of all classes of vessels engaged in the carrying trade, from light to deep draught, from sail to steam, necessitates an increased depth, if we expect to reap the full advantage of having our raw materials and bulk freights delivered at the lowest cost. To obtain minimum rates, freight cargoes must be of the largest size, and deliveries must be made free from lighterage and detentions. If a proper comprehension of the magnitude of the tonnage of freight moved to and from Newark by water, and its effect in securing advantageous rates on similar material carried by rail, could be impressed upon business men, they would be stimulated to urge and demand improvements calling for a greater depth of water.

Should the two million and more tons of freight now carried by water to this city be diverted by any cause, and the railroads compelled to carry and deliver the same, it would amount to a blockade on the various roads coming into this city, it would overflow their terminal freight facilities, and would undoubtedly advance the cost of delivery on all classes of freight 75% to 100% or it would mean that the Railroad Companies would have to double their present local capacity of track mileage and equipments.

This Committee submits the opinion that the improvement of the Passaic River, from deep water in Newark Bay to the head of navigation, is an all-important matter, not only for the Newark

of today, but for the future Greater Newark, as well as for the upbuilding and development of the communities located along the banks of the river.

The crowded condition of wharf property fronting on the Hudson and the East Rivers, the Kill-von-Kull, and Arthur's Kill, as far as Amboy, leaves no reasonable doubt, but what the shore front of Newark Bay its entire length, will be in active demand within the next twenty-five years, and that it will be used not only for railway terminal facilities, where the products of the mine and farm from the West and South will be unloaded and loaded on ocean-going vessels for distribution to all parts of the world, but that it will become the great manufacturing and shipping district of a great city.

Our business public must be aroused to the importance of advocating these improvements; we must work together to rid the Passaic from its present polluted condition; we must urge and demand the reconstruction of bridges, and advocate the adoption of a project looking to a channel at least twenty feet in depth, so as to invite the heavier types of vessels engaged in the carrying trade to load and unload at our wharves.

Respectfully submitted on behalf of the Committee,

GEORGE W. TOMKINS,
Chairman.

JAMES M. REILLY,
Secretary.

REPORT ON THE PROPOSED ABANDONMENT OF NAVIGATION ON THE MORRIS CANAL.

TO THE BOARD OF TRADE:

GENTLEMEN—For several years past the Board of Trade has manifested an interest in the question of Canal Abandonment. It has repeatedly called attention to the neglect and apparent uselessness of the canal. It has pronounced it a menace to health, and a detriment to property and business interests.

On several occasions committees of the Board have agitated the question of doing away with this canal, and on one occasion the attention of the Grand Jury was called to its unsanitary condition. On another occasion the attention of the Board of Health was called to the danger of pollution to food-stuffs in Centre Market owing to the foul condition of the canal.

As a result of our presentment to the Grand Jury, the lessees of this property condescended to partly remove the accumulated filth of years from the bed, and to flush the canal at stated intervals with fresh water, thereby giving partial relief.

The abandoned condition of this property, the fact that the carrying trade had apparently ceased, the wretched unsanitary condition in which it was allowed to become through the neglect of the Lessees, its damaging effects on adjacent property and business, stimulated the belief that its abandonment would be for the best interests of the City of Newark.

Before advocating such an action it became necessary to consider how to protect the interests of the city, of individuals, and other communities.

Aside from the legal problems involved, which, as business men we considered should be taken care of by the legal officials of the City, and State, it became a conviction with the members of your committee, that navigation should be abandoned on the

canal, and that the State should commence an action to that end for forfeiture of charter owing to non-use, and mis-use.

To conserve the route of the canal for other useful public uses, became a question of concern, and to guard the water rights held by the Morris Canal Company under charter grants for the use of municipalities, was also considered an imperative duty.

When legislation was attempted some years ago this Board through its Committee appeared before the Committees of the House of Assembly, and protested against the legislation then pending. During the session of 1903 a written protest signed by the officers of the Board, and the Chairmen of the Legislative and Canal Committee, was filed with the Chairman of the Committee on Railroads and Canals.

In this protest it was represented:

FIRST: That there was no intent to enter into a discussion as to the legality of ownership with the East Jersey Water Company, or with the State for allowing a usurpation of right by this Company to control the water supply, but the Committee entered an emphatic protest against any further action which would confirm, place, or vest in any corporation the right to control what remains of the watersheds, water rights, or water supply in Northern New Jersey.

SECOND: The query was made, Does any member of this Assembly believe that the Lehigh Valley Railroad Company has any right, title or interest to the waters of this State, other than that granted by the charter of the Morris Canal and Banking Company for purposes of navigation?

THIRD: Again the query was made, What does the State of New Jersey owe to this Company that you should be asked to sacrifice not only these valuable water rights which should belong to the people, but also the rights of individuals to lands which were given for canal purposes with the understanding that upon its abandonment title to these lands would revert back to the original grantors?

FOURTH: It was asked, What prevented the Attorney-General of this State from taking proceedings in the name of the people of this State to compel this Company to carry out its obligations, or to suffer forfeiture for failing to do so.

Objections were made to the Legislature conferring title to property and lands the use of which was given for a specific purpose, or abrogating in any way the reversionary rights due to owners of such lands.

It was stated as the views of the Committee that this waterway had been improperly managed, and that it had been mismanaged for a purpose.

We favored legislation which would permit a change of route, and the abandonment of that portion of the canal lying within the City of Newark, and its diversion by a shorter route to the Passaic River, or we favored the abandonment of this canal if its present owners so desired, without compensation, or if converted into new uses the Company to relinquish all claims to water rights or privileges.

In a report presented to this Board at a Special Meeting held on December 28th, 1903, which was adopted and ordered sent to the Commissioners appointed by the Governor, it was set forth:

FIRST: That this Board advise against the adoption of any measure which would place the absolute disposal of this property and power to convert it into other uses in the hands of a corporation, without reserving the right for the proper officials of the City of Newark to determine just what use shall be made of this property within its limits.

SECOND: That careful consideration should be given by the Honorable Commission to all matters, or questions, wherein individual interests, reversionary rights, etc. are involved, and that the same shall be amply provided for.

THIRD: That the interests of our city will be best served by legislative action which will advance the welfare of the entire State, and for this reason your Committee recommends that any change in the use of the canal property shall be made under the supervision of, and for the benefit of, the State.

FOURTH: Under the Company's charter the State may in 1923 acquire the canal property at a fair valuation. The company desires to abandon navigation now. If it is permitted to do this it should be on condition that the State shall take the property at this time, and thus now secure the benefits for which it would otherwise have to wait twenty years. Under the supervision of the State the property can then be devoted to the public benefit and not continue subject to corporate interests.

FIFTH: In the opinion of your Committee all of the water rights controlled by this company, or by private individuals should, upon the abandonment of the canal, be secured by the State for the benefit of such of its municipalities as may need a further supply of pure and potable waters.

As a Committee we have persistently advocated the abandonment of navigation on this canal, especially that section of it within the City of Newark, the conviction having been forced upon us that its usefulness as a canal no longer existed, and that it had become a public nuisance, depreciating values along its entire route within the city.

The route of the canal lying within the city we advocated could be applied for the transfer of freights in the interests of our manufacturers and merchants, and in converting its route to other useful public uses, benefit would be created out of present unprofitable conditions.

In submitting with your full approval and endorsement our recommendations to the Honorable Commissioners appointed to determine and report upon the whole question of Canal Abandonment, under the concurrent resolution of the Senate and House of Assembly, adopted at the session of 1903, it was generally expected their findings would enable this question to be satisfactorily disposed of by legislative enactment, and while the report of the Commission was considered satisfactory, the form of bill proposed by them met with general disfavor.

It was expected in any general Act proposed provision would be made to safeguard the interests affected, and that the water rights involved would be placed in the care of the State for the use of municipalities interested.

We have considered it advisable to incorporate in this report an expression showing wherein the provisions of the bill introduced differs from the report presented by the Commissioners.

On page 39 of the Commissioners' report is found the following:

We therefore report that legislation should be enacted, permitting abandonment of navigation on the Morris Canal. That necessarily involved repeal of the canal charter. The only method in our judgment by which such abandonment can be accomplished, and at the same time the rights of the State and all interested parties be protected, is by the exercise of the power of eminent domain. Such legislation, however, should effectually safeguard the rights and interests of all parties. Provision should be made that the dams at Hopatcong and Greenwood Lakes be perpetually maintained, and that the waters of those lakes be not drawn off to such an extent as to entail injurious effects upon persons or property. The rights of municipalities

in streets, and of all parties, whether public or private, to bridges, crossings, etc., should be conserved.

In effecting such abandonment, or repeal by statute, regard must be had to the constitutional limitations and restrictions.

No effectual safeguard of the rights and interests of all parties concerned is found in the Bill.

No provision is made that the dams at Hopatcong and Greenwood Lakes be perpetually maintained, and that the waters of those lakes be not drawn off to such an extent as to entail injurious effects upon persons or property. The rights of municipalities in streets, and of all parties, whether public or private, to bridges, crossings, etc., are not conserved.

Provision is made in the Bill in Section 6 that "Sales of the lands and water rights of the Canal Company in Lake Hopatcong and Greenwood Lake respectively, and of the lands in or under the dams at the outlets thereof, shall be made subject to the restrictions, and upon the covenants and conditions, that said dams shall be *forever* maintained by the grantees thereof, their heirs, successors or assigns, so as to impound and retain the waters of said lakes at their respective present levels to be ascertained as provided in said Act."

This safeguard is merely a conditional one, as will be seen by reference to the following clause contained in the same Section 6:

"If by the final action of the courts the grantee or grantees of the said lands or water rights, or any or them, their heirs, successors or assigns, shall be prevented from impounding or retaining the water of said lakes, or either of them, or from drawing the same down as in this Act provided, then such grantee or grantees shall be excused and released from any further obligation to maintain a dam to impound such water as provided in the deeds or grants which they may have received for the same by virtue of this Act."

It is quite clear that the framers of the Act have serious doubts of the courts sustaining any attempted sale of the waters of the lakes, and therefore they cast an anchor to windward, and notwithstanding that in the first part of Section 6 of the Act they provide for covenants of the grantees that the dams and waters shall be *forever* maintained, they provide that the *forever* means *conditionally*, on getting what they want, otherwise they do not purpose to perpetually maintain the dams at Hopatcong and Greenwood Lakes, and that the waters of these lakes be not

drawn off to such an extent as to entail injurious effects to persons and property, as recommended by the Commissioners in their report.

No provision is made in the Act for preserving the rights of the City of Newark in the Public Market, but we are told that the Commissioners to be appointed by the Governor may insert restrictions and covenants in deeds to be given to such portions of the canal as are sold, and that eventually they will look after Newark's interests.

Nor is there in the Act anything having regard to constitutional limitations and restrictions, as recommended by the Commissioners, instead of that, a novel method of condemnation is suggested, to wit.: That after the charter of the Morris Canal be repealed, and the Act repealing its charter is accepted, that sales may be made of all the property reverting to its original owners, and that the rule of valuation to be paid to the owners shall be the value of the property taken subject to continued use for canal purposes, (notwithstanding that the charter of the canal had been repealed), together with the damages arising out of the change from the use for canal purposes to the public use for which the same shall be taken by the purchasers.

This is not having regard to constitutional limitations and restrictions as found in the Constitution of the State of New Jersey.

The Commissioners recommend that such legislation, however, should effectually safeguard the rights and interests of all parties.

Whenever land condemned for a particular use by a corporation having power to condemn is released from that use by the repeal of the charter of the corporation, that land at once reverts to its original owner as fully and as freely as if it had never been subjected to that use; and if it is to be again taken by a municipality having power to condemn in order to have legislation which will effectually safeguard the rights and interests of such land owners, the legislation should provide for recondemnation of the land freed of the former use, and not retain that use after the life of the corporation ceases. Such provision for this novel method is purely in the interests of the owners of the lands or waters sought to be obtained in this matter.

It has been stated generally that the report was a satisfactory one. It seemed to be so from the manner in which it started

out, but a careful and continued reading of the report compels a modification of this opinion.

There seems to be no reason why the Commissioners appointed to (amongst other things) fully and exhaustively examined into * * * the question whether the powers and franchises granted to the Morris Canal and Banking Company have become exhausted, or have been lost by non-user, or by lapse of time, or otherwise, should have dismissed that subject with the following words found on page 39: "For the State to have the charter forfeited, would realize nothing to the State and would prove disastrous, if not ruinous, to innocent stockholders."

That does not seem to report on a full and exhaustive examination into the question of whether the Canal Company had so mis-used, abused or non-used its franchises as to have lost them.

Eminent lawyers in this city are of the opinion that the charter of the Canal Company can be forfeited upon proper proceedings taken for this purpose because of its abuse, non-use and mis-use of its franchises.

There seems to be no reason why the Commissioners should have gone out of their way to suggest new methods of condemnation.

On page 33 will be found the following:

"To the question, 'whether the canal or railroad company should be permitted to sell or dispose of the same, i. e., the property, rights, powers and franchises pertaining to said canal, to other persons, or corporation, so that the same, or any of them, shall be devoted to other public uses,' we answer '*No*,' except upon terms that are fair to the State, and to all parties whose rights might be injuriously affected by such sale or disposal."

It will be observed that the "*No*" is italicized, evidently intended to be made emphatic, whereas it means "Yes," and the clause could just as well have said: "Yes, upon terms that are fair to the State and to all parties whose rights might be injuriously affected by such sales or disposal, and which means exactly the same thing."

Nor does there seem to be any reason why the Commissioners should, on page 38, have said: "We think that municipal and corporate enterprise may be safely entrusted, henceforth as heretofore, with that business,"—referring to the business of impounding and storing potable waters for the purpose of sale to municipalities or other parties.

It did not seem necessary that they should say in their report on page 44, that if a law was enacted "it will require the acceptance of its provisions by the Lehigh Valley Railroad Company, lessee, to be filed after the valuation of shares and property have been tentatively ascertained."

There is no reason why the Lehigh Valley Company should not accept the Act immediately after it is passed, and not be permitted to experiment with it.

It is also stated on page 44 by the Commissioners:

"It will be observed that by the proposed Bills Commissioners are to be appointed by the Governor, and confirmed by the Senate, whose duty it is to act on behalf of the State, and all other parties interested except the Canal Company and its lessee."

If the work already done by the Commissioners, by their report and the proposed Act appended to it, is a sample of the performance of their duty on behalf of the State, and all other parties interested, except the Canal Company and its lessee, then it is hardly safe to submit ourselves to their tender mercy any further.

Your Committee in conclusion would report that we consider it the duty of this Board of Trade to record its emphatic protest against the enactment of any such legislation as that proposed, and further, to put itself on record in opposition to the enactment of any legislation at this session, except a Bill is submitted containing amendments as follows:

First, that Section 1 should contain a clause that the Act should be accepted, and the \$25,000 for the payment of the expenses incurred, and to be incurred under said Bill, be paid within ninety days after the Act becomes a law, and *before any other step or action is taken under the provisions of the Act.*

We propose that the Act be amended so as to provide that instead of the Morris Canal and Banking Company being permitted to sell, that the Commissioners to be appointed by the Governor shall make the sales of the personal property, and that they shall not only apply the proceeds of the personal property but also any moneys already received, or which may be received by the Canal Company or the Lehigh Valley Railroad Company for the sale of water rights, to the payment of the debts of the Morris Canal and Banking Company.

We urge that the Commissioners should sell the other property of the Canal Company at public sale in the same manner as is now provided by law for the sale of land by public

officers of this State, and that all such sales should be reported to the Chancellor and be subject to the right of any person to object to the same for inadequacy of price, or any other cause which now constitutes a valid objection to sales by public officers. We deem this especially important in view of the fact that the State and the public is interested in getting the highest possible price for this property if sold.

We further urge and earnestly insist that the State should be permitted to acquire the water rights of the Company.

We also urge that the matter of condemnation suggested in Section 5, is unfair and is an attempt to give to the Lehigh Valley Railroad Company, or the purchasers of its property, an advantage by introducing a special method of condemnation never before known in the history of this State or the laws of this State. This will obviate the necessity of the second paragraph of Section 5.

We urge that next to the last paragraph of Section 6 should be changed by adding to it the following:

“That in case of such final action of the Courts, the grantee, or grantees of said lands or water rights, or any of them, their heirs, successors or assigns, may surrender the said lands or water rights to the State of New Jersey, and that then, and not until then, they shall be released from the obligations to maintain said dams or either of them, and the waters as herein provided, and that after such surrender the State shall own, possess, and maintain such dams and water rights for the use of the inhabitants of the State of New Jersey for purposes of health and recreation.”

We further urge that the Act should be amended so as to provide that wherever in any city the said canal shall run under any public building that the sale and conveyance of such portion of said canal shall be made subject to the covenants and conditions that such portion of said canal and for one thousand feet along the canal from either end of said public building, shall not be used for any steam railroad purpose, and that said conveyance shall be taken subject to the right of the municipality owning said public building over said canal to maintain the same either in its present shape or such other shape as may be required or deemed proper by said municipality forever thereafter.

And lastly we find the subject of either amending the proposed bill or drawing a new bill is of such vast magnitude and

involving so many conflicting interests, and so many difficult legal questions, that it is practically impossible of execution, especially in view of the short time elapsing between now and the probable date of adjournment of the Legislature.

It is the unanimous opinion of your Committee that the interests of the people of the City of Newark, and all other communities affected by this canal, will be best served by legal proceedings in the proper tribunal, to forfeit the charter of the canal for non-use and mis-use of its privileges.

We therefore recommend that the Board of Trade of the City of Newark petition the Attorney-General of this State to commence such action against the Lehigh Valley Railroad Company, Lessees of the Morris Canal and Banking Company, in the name of the people of this State, for forfeiture of the franchises of this Company.

This recommendation is made in conformity with the power vested in this Board in its charter, viz.: Section 6:

AND BE IT ENACTED, That in case any corporation incorporated by the laws of this State, and exercising any or all its corporate powers, shall, in the estimation of the said Board of Trade, usurp any powers not granted to them by their charter, or shall abuse or mis-use any of the powers granted in the charter of said corporation, the Board of Trade may present such case of such corporation to the Attorney-General of this State, who shall consider and examine the fact of such usurpation, abuser, or mis-user, or disobedience of law, and proceed to apply such efficient remedy as he may deem proper in behalf of this State, which remedy may be in the Supreme Court, or Court of Chancery, either by quo warranto, scire facias, mandamus, injunction, or action the nature of which shall be at his discretion."

Respectfully submitted,

MOSES PLAUT, *Chairman*

EDWARD MAHER

HENRY E. EBERHARDT

WALTER J. KNIGHT

JAMES A. COE,

M. F. McLAUGHLIN

HENRY P. JONES

EDWARD E. GNICHTEL

E. S. CAMPBELL

RICHARD C. JENKINSON

W. C. GARRISON

JAS. M. REILLY, *Secretary*.

**SUPPLEMENTAL AMENDMENTS ADOPTED FOR INSERTION IN
ASSEMBLY BILL No. 239**

To follow line 12 on page 15.

Provided that the City of Newark shall have the right in exchange for such parts of streets and highways upon which said canal has been constructed and is now located, within the corporate limits of the said city, to construct and maintain forever over and along that section of the canal between Broad Street and Mulberry Street, now occupied for public market purposes, a public highway, and to extend said highway over and along the canal from Mulberry Street east to Railroad Place in said city, so as to form a continuous highway from Broad Street to Railroad Place, but this provision does not prevent the City of Newark to maintain its public market as now located until such time as it may be deemed for the best interests of the city to order its removal.

RE: THE WATERS OF GREENWOOD LAKE

After line 115 page 14.

And in such case the lands and dams required by the grantee under the provisions of this Act shall be forfeited to the State, and the State may in case of such forfeiture, enter upon, have, hold and possess the forfeited lands and dams as fully as if the said lands and dams had been granted to, or acquired by it in the first instance, and freed from liens or encumbrances placed thereon or incurred by such grantee, his, or its heirs, successors, or assigns; and the lands and dams so forfeited shall be held by the State in perpetuity, and the dams forever maintained as now established for the use of the inhabitants of this State for purposes of health and recreation, and shall not be devoted to any other use.

Report with Amendments Adopted March 10, 1905.

At a special meeting held on Friday evening, March 10th, 1905, called to consider the foregoing report, it was voted to adopt the report with amendments and add thereto as a supplement the following resolutions:

Resolved: That the Committee on Canal Abandonment be

authorized to confer with the Hon. E. D. Duffield, and Counsel representing the Lehigh Valley Railroad Company, with reference to securing the insertion of the pending bill, the amendments recommended in the report of the Committee, and such other amendments as may be determined necessary.

Further: That Hon. Chandler W. Riker, George L. Record, Esq., and John R. Hardin, Esq., be requested to act with the Committee in an advisory capacity.

REPORT ON HIGH PRESSURE FIRE SERVICE LINE BY THE
COMMITTEE ON MUNICIPAL AFFAIRS, 1904

GENTLEMEN—In the early part of the year 1902 the City Engineer suggested a plan whereby the fire service of the City of Newark could be improved upon by the introduction of a proposed high pressure system connecting the high service reservoir with the central part of the city.

The Secretary of our Board requested information concerning this plan to be submitted for discussion to the Board of Trade and under date of March 12th, 1902, an outline plan was submitted to the Board by Engineer M. R. Sherrerd, resulting in the adoption of a preamble reciting that: "In as much as the Board of Works had agreed to furnish the necessary water for the carrying out of such a system, provided the Common Council would appropriate the funds necessary to meet the expense of installation, therefore it was

Resolved: That the Board of Trade heartily endorse said proposed fire service system, believing that a better fire service protection will be afforded the city by this means than could be obtained by the expenditure of an equivalent amount of money in any other way.

With the adoption of the resolution a Special Committee was appointed to advocate the carrying out of the plan proposed.

This Committee held conferences with the Board of Fire Commissioners, the Board of Works, and the Finance Committee of Common Council, but their effort failed at that time for want of earnest co-operation on the part of the members comprising these Boards.

Through the activity of the Board of Trade this matter was not allowed to sleep, and a second communication was invited in February of the past year, which was submitted to the Board at the February meeting, and was supplemented by an explanation made by Mr. Morris R. Sherrerd, Engineer to the Water Department.

This discussion resulted in the matter being referred by

resolution as a special duty, to the Committee on Municipal Affairs.

We are pleased to report that in accordance with the instructions received, we commenced an agitation in favor of the installation of this system; that we consulted with the Engineer, with members of the Board of Works, with the Mayor, and with the Finance Committee of Council.

Before reciting the result of our work we wish to outline the proposed system as a matter of record.

It is contemplated that this service be laid from the South Orange Avenue reservoir to the central section of the city, and to be extended east on Market Street, as far as the Pennsylvania Railroad and north and south on Broad Street to a distance of 2,500 feet each way from the corner of Broad and Market Streets.

It is estimated that the cost for this gravity service and its installation will amount to \$100,000.

The benefits to be derived from this auxiliary system it is estimated will be equivalent to the concentration of three or four engines at any one point along the route of the proposed pipe line.

As regards the detail connected with the proposed service your Committee can report that they have very carefully studied every detail, having the valued co-operation of the Committee on Internal Trade, whose membership is composed of the principal merchants on our main thoroughfares, and one and all consider that such a service is not only highly desirable as an additional protection in case of fire, but would be most advantageous in the matter of effecting proper insurance on merchandise and property.

Aside from the above features this high pressure service is very badly required in the central part of the city for ordinary water use purposes to meet present day requirements in many of our largest buildings, whose owners have been compelled to provide private plants owing to the lack of pressure now available.

These defects are due to the fact that our present distribution system was built to accommodate the supply formerly obtained from the Passaic River through the pumping system at Belleville and is today wholly inadequate for present day needs.

In addition to remedying these defects and providing the protection required for fire fighting purposes in the immediate vicinity of the proposed system, there is every reason why this system should be installed at once in order to provide additional pressure throughout the entire lower section of the city where

property interests are exposed to serious danger, as admitted by officials connected with both the Water and Fire Departments, owing to a lack of pressure at certain points.

A delegation of thirty or more representative business men presented this matter before the Finance Committee of Common Council who, after approving the plan, agreed to have the Law Department prepare and introduce a Bill authorizing a bond issue to cover the cost of installation, and as we supposed, agreeing to look after its enactment by the Legislature.

Your Committee assumed that with the endorsement of the Mayor and Finance Committee, our representatives in the Assembly would attend to securing its enactment, but two days before the date set for the adjournment of the Legislature, it was found that while the Bill had been introduced, it had stuck somewhere.

It became necessary for some one to go to Trenton and after a hurried conference over the situation with Mayor Doremus and Chairman Wood, we used the telephone and urged several members to drop their business and make the journey.

The Mayor authorized the Committee to say that he wanted to have the Bill passed and with this endorsement we succeeded in getting it through both Houses.

Your Committee later attended a conference session called by the Finance Committee of Common Council to take action regarding the carrying out of the provisions of the Bill which through our interest was passed by the Legislature.

The discussion before the Finance Committee which was taken part in by the Board of Works, the Board of Fire Commissioners and the representatives of this Board, was not satisfactory. It would appear that members of the Finance Committee hold peculiar views as to their duty in conserving or protecting public interests.

A member of our Committee stated that his firm were unable to secure a water supply on the second floor of their building in the middle of the day; this same member stated that in order to secure insurance on their property and merchandise they were compelled to drive wells and install a pumping plant, which necessitated maintenance charges of an amount almost equal to the small sum which would be required annually for the carrying out of this improvement. He was informed that before this expenditure could be made the Finance Committee would

have to know what additional return the city would get from private consumers.

Having secured the passage of the law we had a right to feel that this improvement would be carried out, but we are now confronted with the solution of an issue between the several departments of the City Government as to which shall undertake the expenditure of money for this improvement. The question has also evidently resolved itself into an issue as to whether the Board of Underwriters will readjust their insurance rates and make a reduction contingent upon the carrying out of this proposed system.

As a Committee we do not see where the question of Fire Insurance Rates enters into this matter. We believe (and we are backed up in our belief most strongly by statements made by Chief Kiersted) that this work should be done at once and without delay, and if there is any question to be settled with the Underwriters that can be taken care of after its success is demonstrated.

In all things undertaken by this Board the general interests of the city are looked after and the business interests particularly so, and we feel satisfied that if an adjustment of insurance rates is necessary this Board will be able to effect the same.

The statement made by Chief Kiersted in reply to a question asked by one of our Committee, furnishes conclusive proof, that the water supply for fire fighting purposes is inadequate and that there is an ever present danger of a disastrous conflagration in the central section of the city owing to a lack of pressure.

When asked if the Goerke fire had occurred at mid-day when the pressure was reduced at least one-half by the usual consumption at that time of the day, would he have had sufficient pressure to cope with the situation, in reply the Chief expressed his doubt.

When asked further as to the possible consequences, he said that he could not answer.

If these statements are correct no other reason is necessary for the immediate installation of this auxiliary supply.

What more, may we ask, is necessary to secure the expenditure of this small outlay of money.

In the first place His Honor, the Mayor, is on record in favor of this proposed service; the Board of Fire Commissioners say that their supply is not what it might be and they are in favor of a better or greater supply; the Board of Street and Water Com-

missioners agree that this service would be of special benefit and if we are to believe the action taken by the Finance Committee in authorizing the drafting of the Bill and assisting in securing its passage, they certainly are in favor of it.

It is not our wish to be antagonistic nor to criticise unjustly, but we feel as a Committee that further discussion should cease and this service should be put into effect with the least possible delay. The duty rests with the Committee of Council to go ahead with the issue of bonds and place the amount necessary to meet the fixed charges where we consider it properly belongs, in the annual tax levy.

From the information which has come to our Committee in connection with this movement, we would recommend that in addition to the outlay for the service advocated, the sum of \$100,000 should be raised annually, either by tax levy or by some means to be adopted by the Board of Works, for an extension of the water distribution system to the outlying sections of the city, in order to provide proper protection to manufacturing interests entitled to the same, which they have not got at present.

We do not consider it advisable in a report of this kind to give the reasons we have for offering this recommendation, but if in your good judgment a statement is required, your Committee will be glad to furnish at a subsequent date a true statement from a competent engineer regarding the amount of water available for fire fighting purposes in all parts of the city.

Respectfully submitted on behalf of the Committee.

WM. H. FIEDLER, *Chairman*

P. L. HOADLEY

L. SCHLESINGER

EDWARD GRAY

H. E. EBERHARDT

WM. R. RUSSELL

H. C. ROMMEL

JAMES M. REILLY, *Secretary*

April 13, 1904.

REPORT RELATING TO COMMERCIAL AFFAIRS

GENTLEMEN—Our Committee would report that during the year we held several meetings, at which the question of securing legislative action looking to the upbuilding or restoration of the American Merchant Marine was considered, and a special report submitted to the Board with resolutions appended favoring the enactment of legislation.

These resolutions found favor with the Board and were adopted, and copies transmitted to our Senators and members in Congress from New Jersey, and to Commercial, Maritime and other Associations in different parts of the country.

We also submitted a special report to the Board regarding the matter of discrimination in railroad rates as between different localities and between different commodities, advocating in a series of preambles and resolutions that legislation should be enacted which will accomplish the purpose, and put into active force the primary requirements of the act to regulate commerce, viz.: "All charges made for any service rendered, or to be rendered, in the transportation of passengers, or property or in connection therewith, shall be reasonable and just."

Copies of these resolutions were also sent to the Senators and members of Congress from this State, to the President of the Senate, Speaker of the House, and to the Chairman of the Senate and House Committees on Interstate Commerce.

In the interest of our manufacturers and merchants the Committee took up the matter of securing better facilities for the distribution of local mail.

A general inquiry was addressed to our business men to ascertain the trouble complained against.

After having made a careful examination of the schedules employed in the distribution system at the Post Office, with the assistance of Postmaster Hays, who extended to the Committee every courtesy, we found that the city had 137 carriers to deliver mail matter, 27 men and three wagons to make collections. The

first delivery being made at 7:30 A. M. As the cause of complaint originated with manufacturers who desired to have the first mail delivered at their offices as near to 8 o'clock as possible, the explanation offered by the postal officials as to the reason why certain mails were delivered between 8:45 and 9 o'clock A. M., was that concerns located on the extreme end of the route, made it impossible for the carrier to reach their office at an earlier time without inflicting the same inconvenience upon other concerns through a change of route, and that this condition must continue until more carriers were appointed, to permit of a rearrangement of route.

The volume of business transacted at the Post Office, and its constant increase, would warrant an action by the Board of Trade to secure the appointment of additional carriers, and this Committee strongly recommends that the attention of the postal authorities at Washington be invited to the matter.

We believe this city is entitled to the establishment of postal sub-stations, equipped to look after the collection and distribution of mail in different sections of the city and suburbs, similar to the one established for the district across the river, which with eight carriers has been found sufficient to cover the town of Harrison, the borough of East Newark, and a portion of Kearny, giving a service entirely satisfactory, with four deliveries each day at suitable hours.

Following the acceptance of our report by the Board, your Committee continued its effort in co-operation with the Postmaster, and with Congressman Parker and Senator Dryden, and it is a pleasure to state that the result of the effort made has been the appointment of an additional force of carriers and a readjustment of the routes in a way which has made it possible to make more satisfactory deliveries.

Respectfully submitted on behalf of the Committee.

HENRY E. JEPSON, *Chairman.*

TRANSPORTATION AND FREIGHT FACILITIES

GENTLEMEN—Your Committee respectfully report that they have earnestly endeavored to lay before the proper officials of the different Railroads and Transportation Companies their earnest request that improvements be made upon the respective lines, and have called their attention to the most pressing needs.

It has been our effort to secure new depots, new passenger cars, larger freight yards, more frequent passenger trains and better service in the delivery of freights shipped within a radius of one hundred miles to and from Newark; also the construction of a bridge in connection with the Centre Street Railroad Bridge, said bridge to be used for wagons and trucks, and to be utilized in reaching the freight yards of the Pennsylvania Railroad as well as the D. L. & W. Railroad yards located in Harrison.

Your Committee of course appreciate that it is beyond their power to dictate the policy adopted by the various railroad companies that are soliciting patronage from Newark residents and manufacturers. We think it due to the officials of the various roads that have given our Sub-Committee audience to state that we have been courteously received, and if promises and kind assurances mean accomplishments, we certainly can expect positive and beneficial results from our year's work. We feel confident in the double assurances that seem to come to us that when the railroads will they will, and when they won't, they won't. With this mental reservation, which certainly must be considered when assurances as to time limit are made as governing the length of time required to accomplish needed improvements, we present to this Honorable Board what we consider they may expect various railroads to do if time limit is eliminated from argument.

The officials of the Central Railroad of New Jersey have acknowledged that their Broad Street and East Ferry Street Passenger Depots are not meeting the requirements of the public. Your Committee has been assured that plans are being drafted

for the construction of new depots. We take pleasure in reporting that gradually the old passenger cars, which have been in use since the days when Captain B. W. Hopper was conductor, are gradually being withdrawn from the Newark and New York Branch and better cars are making their appearance. We hope the few remaining relics will disappear.

We are pleased to state that earnest requests have been made for some time past that larger freight facilities be offered by the acquiring of additional properties by the Central Railroad of New Jersey and the extension of their yards. Property has been secured and yards are being extended to cover an additional block. A large store-house, having in connection with it a bonded warehouse, is one of the proposed improvements, and we are assured that the building will be erected in the near future. A change of the schedules has been effected for the running of passenger trains between Newark and New York and more frequent trains are now being run upon this road.

The Pennsylvania Railroad have, by the elevation of their tracks, discarded the Market Street Freight Yard as well as the South Street Yard, and are compelling customers purchasing in car-loads to haul freights from the freight yards located at Hamburg Place, at South Broad Street, at West Newark and at Harrison, N. J. These yards are doing good service to manufacturers located in the outskirts of the city and in the neighborhood of the respective freight yards. Long hauls have to be made by manufacturers and merchants whose places of business are located near the centre of the city. The steep grade of Bridge Street and the steep decline at the Newark end of the Madison Street Bridge present great disadvantages and compel light loading, particularly in the Winter season, when Harrison Freight Yards are patronized.

Sixty petitioners about one year ago urged the Pennsylvania Railroad to widen their Centre Street Bridge, which is now used only for the switching of freight cars to the freight depot at the foot of Mulberry Street. This depot being used only for less than car-load shipments.

It seems to your Committee that it is only a question of time when the elevation of the Pennsylvania Railroad tracks between their Freight Station and the Centre Street Bridge will be required. In such an event if present grade is preserved for wagons and trucks, a new bridge should be constructed at Centre Street similar to the bridge that is now used by the D., L. & W. Rail-

road, the grade crossing being used for wagons and trucks, trains passing over bridge on elevated tracks. With the construction of such a bridge it is believed that the present stone piers could be utilized.

The petitioners for new bridge facilities are pleased to report that the Freeholders of the respective counties have referred communications to the Bridge Committees of the respective counties, and our Committee has been assured that the members of the said Bridge Committees will be pleased to accept invitations, if coming from Pennsylvania Railroad Company's officials, to meet them and discuss ways and means as well as the feasibility of the construction of a bridge.

The River and Navigation Committee are positively and unanimously opposed to the construction of an independent bridge near the present location of Centre Street Bridge, but endorse the construction of a joint bridge. No protests have been made except from those whose properties adjoin the Newark end of bridge, and who are naturally desirous of knowing the exact location and terminal of the bridge approach before giving their sanction. Your Committee has given this full explanation to show position of affairs and would simply state that the whole matter is held in abeyance until the Pennsylvania Railroad interest themselves sufficiently to take the initiative. Your Committee has helped to secure more frequent trains between Newark and New York. Your Committee feels assured that the Pennsylvania Railroad is desirous of giving better waiting room accommodations to passengers taking trains at Market Street Depot for New York.

The D., L. & W. Railroad has had every disadvantage to contend with that elevation and depression of tracks would naturally cause. Their freight yards, their officials acknowledge, are inadequate, even if all improvements on main tracks were accomplished. The construction of the Centre Street Bridge by joint action would give to the centre of Newark a direct approach to the D., L. & W. Railroad's new Harrison Freight Yards, to be opened at an early date for business. Your Committee is pleased to report an adjustment of freight rates to some of the local points on this railroad where inequalities have existed. The congestion of freight cars, which now exists on the D., L. & W. Railroad which is represented by cars that are stalled at Secaucus waiting for yard-room in the Harrison and Newark Freight Yards, is of more moment than those who

are not interested would suppose. Four hundred loaded freight cars containing merchandise at an average value of \$1,000 per car would make the holding by said Railroad of \$400,000 of manufacturers' and merchants' material at an average of eight to ten days time from date when goods should arrive in Newark. In other words, a deposit of \$400,000 without interest at 6% would mean \$24,000 loss per year by Newark shippers if present conditions should prevail.

The Erie Railroad officials have apparently discovered where Newark is located and although the opportunities for reaching Newark by train are offered at infrequent intervals during the day, they have discovered that their freight facilities are also insufficient to meet requirements—are doing some double tracking and will increase yard capacity. Our Committee has secured corrections and improvements in the matter of time of delivery of certain freights shipped to nearby points. This road, however, apparently does not consider that Newark Passenger traffic is worthy of much consideration. The Lehigh Valley Road is gradually offering better freight facilities by paving of Freight Yards.

This report is respectfully submitted.

JAMES A. COE,
Chairman.

REPORT OF SUB-COMMITTEES ON FREIGHT AND TRANSPORTATION,
CENTRAL R. R. OF N. J., NEW STATIONS AND
BETTER TRAIN SERVICE

The Sub-Committee on Freight and Transportation, appointed to take up the question of better terminals and train service on the Newark Branch of the Central Railroad of New Jersey, beg leave to report that they first communicated with Captain Hopper who arranged for an interview with Mr. Bessler, Vice-President and General Manager of the Road. Mr. Bessler received the Committee very courteously and we presented to him the following memorandum as a basis for discussion:

"We have been appointed a Special Committee on Freight and Transportation by the Board of Trade of Newark, N. J., to consult with the officers of your road as to the desirability of having better terminal facilities at the main station on Broad and at East Ferry Streets. Also to ask for more through trains between Newark and Jersey City. We believe when these matters have been put before you in the proper light by the business community of Newark, as represented by the Board of Trade, you will readily appreciate the advantages of giving us suitable stations and proper train service.

"The short route that your road has from Newark to New York and the location of its stations in Newark, which is by far the most central and convenient to the business centre of all the railroad stations in this city, would give your road the very largest proportion of the passenger traffic between the two cities, if necessary improvements were made and satisfactory train service was given. The station at Broad Street in its present condition is certainly not worthy either of the City of Newark or the Central Railroad Company. It is dark and dingy and most uncomfortable. It has a poor approach and a steep flight of stairs to the trains. There is no train shed, and in rainy weather one cannot enter the trains without getting wet.

"The Ferry Street Station is passable, but the East Ferry

Street Station is certainly somewhat in the nature of an affront to the traveling public. With a very little money, a suitable little station could be put up which would answer every purpose and make it a pleasure instead of a sacrifice to go over your road from that part of the city.

"It seems perhaps strange that the Committee from the Board of Trade should suggest to competent railroad officials how to run their road, but we realize that the time of the officials is very full and that residents of Newark who use the road frequently can see many ways in which the service can be improved, which might escape the attentions of the officials. As a money making proposition for the road, it seems to this Committee that the Central Railroad of New Jersey has an opportunity on this branch which is not often met with. We believe that with a depot at Broad Street such as ought to be in the heart of a city like Newark, and adequate express train service between Newark and New York, the business of your road between these points could be increased manifold, but the money will never be made unless these things are promptly done, and the people of Newark informed as to what the improvements are and what may be expected.

"An analysis of the time table shows that there are 46 trains per day from Newark to New York. That seems like a sufficient number, but 25 of these trains make seven stops between Broad Street, Newark, and Jersey City. Ten of the remaining 21 make all stops but Communipaw. The effect of this is to irritate every one who uses the Road, and their feeling is not lessened when they observe that at most of these stops not more than one or two people enter or leave the train. There are only four trains per day which make no stops between Newark and Jersey City and there is only one which runs from Broad Street to Jersey City without a stop. In order to induce passengers to use this Road, there should be more express trains with no stops between Newark and Jersey City, say four in the morning, one or two in the middle of the day, one or two in the late afternoon, and one at 7 o'clock or 7.10 for the theatre business, etc., in New York.

"The service from New York to Newark is about the same. There are 44 trains; 23 make all stops; 13 of the remainder make all stops, except Communipaw, which leaves eight trains which do not stop everywhere. There is one train only which makes no stops between Jersey City and East Ferry Street. There are

only two trains which pass East Ferry Street without stopping. Satisfactory service should include more express trains, say four in the late afternoon, which will make no stops between Jersey City and Broad Street.

"Even at present, with the exasperating condition of frequent stops, the passenger business on this branch is large. It is perhaps fair to say that no less than 75% of this business goes from end to end of this branch, and this portion of the total traffic merits consideration in the way of through trains.

"We understand that the suburban service on the main line of this road is entirely satisfactory to those who use it. We should like to see the same amount of enthusiasm on the part of the Newark commuters. This short branch seems almost perfectly adapted for a system of electric trains getting power from a third rail. If this service could be run every 10 or 15 minutes the people would become accustomed to going to the station without bothering to examine a time table and be assured that they would have only a few minutes to wait.

"The Committee of Freight and Transportation of the Board of Trade of Newark who presents this statement was asked to do so particularly with reference to the very unsatisfactory and unsanitary condition of the Broad Street and East Ferry Street Stations. They are taking advantage of this opportunity, however, to bring to the attention of the officials of the railroad a condition which seems to promise as much in profit to the railroad as it does in convenience and satisfaction to the residents of Newark."

Mr. Bessler received our communication and stated that while the question of new depots had naturally come up, no definite plans had as yet been perfected. He asked the members of the Committee their views of the requirements for a depot at Broad Street and the members gave their ideas in an informal way. The East Ferry Street Station is, of course, a very simple proposition, and does not require much discussion or planning. All that is wanted is a clean, bright little station of simple and modern construction.

Mr. Bessler showed every disposition to meet the views of our Committee and give the people of Newark the accommodation and improvements asked for. He promised a formal reply

to our communication, which was duly received and reads as follows:

COMMITTEE ON TRANSPORTATION, BOARD OF TRADE,
NEWARK, N. J.

GENTLEMEN—Referring to your call at my office, in matter of passenger facilities at Newark, etc.:

I beg to advise that I have directed our Chief Engineer to work up plans and estimate for permanent terminal facilities at Broad Street, and have also directed our General Passenger Agent to work up and present schedules for possible additional express service in connection with our Newark trade.

In a word, we are all of one mind in this matter of our Newark traffic, and we trust that, in due time, matters will be worked out to the entire satisfaction of our patrons and all concerned.

Yours truly,

(Signed) W. G. BESSLER,

Vice-Pres't and Gen'l Manager.

In this communication, however, nothing was said about the East Ferry Street Station. We, therefore, again wrote Mr. Bessler, calling attention to this omission, and have since received his assurance that this part of the work would not be overlooked.

Your Committee is led to believe that the Central Railroad Company is thoroughly sincere in its promises and disposition to give the people better facilities, as outlined above, and we are in hopes that, before long, definite measures will have been taken by this road to obtain the required result.

Respectfully submitted,

A. ROTHSCHILD,
JOHN B. STOBÆUS, } *Sub-Committee.*
FRANKLIN MURPHY, JR.

RIVER TRANSPORTATION AND EXPRESS DELIVERIES,
REPORT BY SPECIAL COMMITTEE

COMMITTEE ON TRANSPORTATION AND FREIGHT,
BOARD OF TRADE, CITY:

GENTLEMEN—Your Special Committee appointed to secure better Wagon Transportation and Freight Facilities beg leave to report the result of conferences with the various Transportation Companies have been productive of considerable improvement in the method of adjusting disputes as to overcharges on weights on various articles of merchandise. We believe the solution of this problem to the shipper and also to the receiver of freight, would be for all shippers of freight by water or railroad, to mark in plain figures on the outside of each package, barrel, box or other receptacles used in shipping their merchandise the exact gross weight. It appears to be the custom for some shippers to mark on bill of lading the net weight, or in other words, weight of contents of package, which does not clearly represent the weight of the package.

The service between New York and Newark by water could be greatly improved, and at the same time made permanent, provided the Legislative Committee of this Board took recognition of the fact that the local railroad facilities are inadequate for the transportation and receiving of freight coming from New York. Therefore, it is absolutely necessary that the river should be opened for navigation throughout the entire year, and would suggest their attention be called to this matter, since the merchants of this city suffered considerable during the past Winter owing to the congestion of all railroad depots, because of the inability of the Transportation Companies to ship goods by water over their lines.

We cannot secure any further improvement in the wagon transportation until the present deplorable condition of the Plank Road is remedied, and the streets leading from same in Jersey City to the ferries in the same place are repaired, and would urge the Board to give this matter its serious attention.

Yours very truly,

ISAAC F. ROE WM. O. KUEBLER GEO. E. CAMPBELL	}	<i>Sub-Committee.</i>
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REPORT OF SUB-COMMITTEE ON ERIE RAILROAD CONDITIONS

The Sub-Committee on Erie Railroad Conditions would report an apparent disregard of interest in relation to passenger service by the Erie Road. The regular trains withdrawn at the time of the tie-up during the past Winter have not yet been placed in commission, much to the inconvenience of those doing business in New York, Paterson and elsewhere.

There is no train to New York between 9:38 and 11:54 in the morning, an interval of two hours and sixteen minutes, and between 4:24 and 7:01 in the evening, an interval of two hours and thirty-seven minutes.

A request should be made in the name of the Board of Trade, for at least two more trains in commission during these hours which would afford great relief.

We suggest that attention be called to the very decided discrepancy in the passenger tariff between Newark and New York. The railroad's patrons at Woodside and Riverside should not be compelled to pay a higher rate to New York than from the Fourth Avenue Station or from any other station in Newark.

In reference to freight matters the Committee would report that there is abundant room for improvement. There has been serious complaint regarding slow delivery of freight consigned to points in the Northern R. R., the N. J. & N. Y. and the N. Y. S. & W., all of which are controlled by the Erie. To illustrate, several large shippers write as follows:

"Concerning the subject of your letter, we wish to advise that we have for a long time suffered on account of the unreasonable, but usual, delay covering shipments of carloads and less than carloads of grain, feed, flour, etc., to points on the N. Y. S. & W., the Northern R. R. of N. J., and N. J. & N. Y. R. R., said shipments originating at Newark. We have in several instances called the attention of the Erie R. R. Company to these delays, and have in one or two instances, had interviews with the

Division Freight Agent on the subject, who promised to investigate the cause and to remedy it, but we do not see that any remedy has been applied to correct the evil.

"Concerning your query as to 'whether the trouble has been more noticeable on any particular branch or division' would say that most of our delays have been on the Susquehanna, but our shipments have been mostly via that line also.

"As to suggestions 'looking to the improvement of the Erie freight service', it would seem to us that if the Erie R. R. Company were made to appreciate the business originating at Newark for points on their various branches and divisions, they would improve the service of delivery by providing facilities not only for prompt and quick dispatch to transfer points where transfer was necessary, but provide at such transfer points for the immediate forwarding from those points to destinations of freights.

"It is probably just such action as your Committee propose to take, namely, to agitate the subject and to stir the Erie R. R. Company up to its necessities, that will result in betterments of every character.

"Of course a great deal of this trouble may be due to indifference on the part of the Company owing to the fact that they have practically a monopoly of the territory. This in our opinion should be carefully considered in treating the subject.

"While the subject of the Erie R. R. is under discussion, would it not be well to take up also the matter of increasing facilities at Newark? At the present time probably no trouble is being experienced by any shippers to get cars placed for unloading, due to the fact that the Erie R. R. Company is not overburdened with shipments, but there are times when the facilities here are sadly lacking as against requirements, first, for want of room to care for the number of cars to be handled, and second, a failure to furnish the motive power (locally) to handle the traffic."

Another says: "We have your letter of the 6th inst. relative to shipments to Erie Railroad points. We have discussed this question with our salesman, who covers the N. Y. S. & W., N. J. and N. Y. and Northern Railroads and he states that we lose much trade on account of the time it takes to secure delivery to places on these roads, also that goods are often damaged in transit.

We find the service of the Erie Railroad very unsatisfactory

in general and always give preference to other roads in making shipments."

"In reply to your letter of the 6th in reference to delays in shipments on the Erie Railroad, we would state that we have been experiencing considerable trouble with our shipments to Hackensack, Little Ferry, Oradell and other points, and have taken this matter up with both the local agent and the general superintendent in New York. This applies to the N. Y. S. & W. and N. Y. & N. J. Railroads. Of late, however, we have been getting better service."

In an informal interview with the Assistant General Freight Agent, we learned that all the freight for these various roads shipped from Newark is taken to Bergen Junction and there transferred, and that the cause of delays was at this transferpoint, and that possibly there was reason for it, but that it would be remedied just as soon as the road recovered from the effects of the severe Winter. This statement could be accepted in good faith if the difficulty was of recent origin, but the same conditions have been in existence for several years past.

The Committee, however, feel that if Newark is to increase her trade in the northern section of the State and compete successfully with New York merchants, the Erie officials must be awakened to the necessity of providing quicker and more regular deliveries.

Respectfully submitted,

AMBROSE TOMKINS,

Chairman Sub-Committee.

REPORT IN THE MATTER OF THE ESTABLISHMENT OF A GENERAL PURCHASING DEPARTMENT BY THE CITY

TO THE BOARD OF TRADE:

GENTLEMEN—Acting under instructions, the Special Committee appointed to investigate and report as to the advisability of creating a department for the purchase of supplies required for public use by the several departments of the city government, beg leave to submit:

FIRST. That we have communicated with many of the principal cities in the country and have secured desirable and valuable information on the subject.

SECOND. We have discussed and carefully considered the feasibility of the establishment of such a system by the city, and we have unanimously agreed that the creation of such a department would be the means of not only effecting a vast saving annually, but would facilitate the transaction of public business, which would mean to the City of Newark a systematic, comprehensive and complete system under which all departments would be the gainer.

THIRD. The concentration of responsibility has resulted in benefit to those cities where such a department is in operation, and the advantage of purchasing supplies in bulk, in competition, has saved thousands of dollars to such municipalities, and your Committee have concluded that it is not only safe to recommend the creation of such a department for the City of Newark, but we strongly advise the Board taking action necessary to secure legislation for this purpose.

The Hon. Julius Fleishmann, Mayor of the City of Cincinnati, in his communication to our Committee, states that "he considers the Purchasing Department one of the most valuable departments of the city and through its instrumentality the city has saved a very considerable sum of money annually."

The Commissioner of Supplies of the City of Philadelphia,

states "that the department is in the line of municipal advancement; and there is no doubt but a department of supplies operated upon a business basis can be a great saving to a municipality.

From the City of St. Louis where they have had such a department in operation for twenty-six years, the Commissioner of Supplies, John P. Boyce, states: "It has proven a very economical way of handling the city's supplies; that St. Louis is considerably different from most cities, as it has no connection whatever with the county."

Referring to Philadelphia, Kansas City, and several other cities, in which a general supply department system is working, Mr. Boyce says "that they have the complication of also doing the purchasing for the county, which makes the work somewhat harder, but that it does not in any way interfere with the benefits to be derived."

In St. Louis all classes of goods are purchased through this department: Food for the Eleemosynary Institutions and the City Penal Institutions, supplies for the fire department, school department and the general departments of the city government.

In the City of Denver, Colorado, Mr. H. E. Insley, Commissioner of the Supply Department, has been kind enough to furnish our Committee with a general outline plan of the operation of the department in their city, and has supplied the Committee with a complete set of working blanks. His communication is complete in itself and your Committee will append it to this report so that it may be read as a matter of general information. In it, we believe, certain criticisms that were offered at the last meeting when this department was suggested, are fully answered.

You will note particularly that in his closing remarks he expresses the hope that the City of Newark will see the wisdom of the department of supplies, as it has been the means of the saving of thousands of dollars for the City and County of Denver.

We have not attempted to collate actual figures as to the total sums of money expended by the several departments of our city for supplies of one kind or another, but roughly speaking there is expended by all departments a sum exceeding a half million dollars annually, not including supplies for new buildings, fire engines and such equipments.

In favoring the creation of such a department, it is with the belief that great economy in purchases would result, that its records month to month, and year to year, would become an extremely valuable asset for the city, not only would the pur-

chases be made on a more systematic basis, but it would relieve the heads of departments and city officials, who are continually appealed to by energetic, versatile, persistent salesmen, desiring to secure a market for their goods. Instead of losing valuable time listening to such appeals, the plain answer: "That is out of my line and that the purchases are made only through the commissioner," would lead to a pleasant ending of an interview which now is often stretched out in the use of words to cover up the actual meaning.

Gentlemen we report unanimously in favor of the enactment of legislation for the creation of such a department.

Your further pleasure in the matter is respectfully requested.

Submitted by the Special Committee.

EDMUND F. HARTSHORN, *Chairman.*

LE GAGE PRATT

EUGENE E. SARGEANT

J. C. MC CURDY

A. S. VAN SANT

REPORT ON PUBLIC HEALTH AFFAIRS, 1904

GENTLEMEN OF THE BOARD OF TRADE:

The attention of the Committee on Public Health has been directed to the dangers incident to the carrying out of a plan by the city authorities, providing for an excursion by vessel or rail for the benefit of the children of the working classes, following a custom established, and to the fact that an appropriation of \$5,000 of the public money has been made to defray the expenses incurred. Last year over 5,000 children took part in this excursion on steamers and barges.

Your Committee would call attention to the great danger of spreading contagious diseases by these children collected from every corner of Newark and packed in close quarters with one another for a whole day.

The Board of Health informs us that no careful report is made or strict precautions are taken to avoid taking children from an infected house.

While no doubt they have a grand old time and come home tired and satisfied, could not the same object be gained more easily and more safely, by sending these same children in small lots on some of the many excursions each day during the Summer.

Your Committee do not desire to throw cold water on such a worthy object as helping the poor, but would respectfully suggest that a safer method could be found, and greater benefit to those in need of such recreation would be obtained by some such way as suggested, or the city fathers could take in hand the establishment of play grounds scattered throughout the city; the largest and best equipped for pleasure and profit, being placed in or near the centre of that part requiring it in the greatest degree.

It is not practical nor convenient for the poor mother to leave her household duties and accompany three or four little

children one or two miles in order to reach one of the many parks, carefully placed for the most part among the rich.

In a report made to this Board about one year ago, your Committee called your attention to the dangers to the general public arising from the sweeping of the streets during the business hours of the day.

In the public prints of the last week or two, you have, no doubt, read of the general prevalence of Tuberculosis among the street cleaners of New York, said by Dr. Woodbury, the Commissioner of street cleaning in New York, to be, without doubt, the result of inhaling the dust of the street raised by the sweepers in their daily work.

The New York Medical Journal in an editorial says:

"Now it is not the Tubercle Bacillus alone which renders our street cleaners consumptive, but it is the constant inhalation of all kinds of dust, and the constant irritation of the pulmonary surfaces, which make the invasion of the germ of tuberculosis more easy. The sweeping of streets in the dry state should be considered a crime against our fellow men. It is not the air, but the dust in the air, which renders New York such a dangerous place, particularly in Summer, to people predisposed to pulmonary troubles, etc."

While this article is written with special regard to the street cleaners themselves, it applies in a greater or less degree to each person who walks the streets, or lives in a house where the windows are opened, as they must need be in our hot Summer, when the dust is the greatest.

Now while the above cannot be disputed, what can we do to better the conditions?

In the first place there are many patent sweepers which catch the dirt and dust to a great extent, but they are not perfect and easily get out of repair.

Members of your Committee have observed that in Europe, especially in Paris and Berlin, they do not sweep the streets, but wash them, so that there is no dust; that, we believe, is the perfect solution of the cleaning question.

But the dust flies around every windy day without "sweeping" and carries all the germs peculiar to the city into everyone's eyes, nose and mouth; those not robust enough to withstand their effects succumb to some one of the various germs blown in, breathed in, or swallowed.

Here again, proper sprinkling of the streets is the only

preventative. But how are the streets sprinkled? Not at all, sometimes, some places, and in some ways, by private subscription, one street soaked in the morning or evening, another one not touched, half of one block, or in front of one lot in the next block.

It is very amusing to one coming from other cities to observe the lack of method allowed to be pursued by the individual citizens in this matter.

Your Committee would strongly recommend that the following methods be pursued, in so far as the circumstances will permit, and no slight excuse should be allowed to change the general plan:

1st. All streets should be systematically sprinkled at the public expense, and a rate of the public tax set aside for such purpose.

2d. No streets should be swept while the surface is dry; we do not recognize the use of a garden hand sprinkling can as of any practical use.

3rd. That all streets with a concrete or water proof surface should be washed as often as the traffic on the street demand it.

4th. That no streets in the business portion of the city should be cleaned during business hours.

There is another matter to which your committee would respectfully call your attention; that is, the inspection and cleaning of the various public buildings in the cities, the City Hall, the Court House, the Railroad Stations, and especially the Market and the Public Schools.

The habit of spitting in the dark corners or at spittoons is a very perfect way of dissemination of disease germs. The water closets in all public buildings are as a rule, a disgrace to modern civilization, and in public places, especially the schools, they require constant watching, such as can only be given by the trained inspectors of the Health service. No more fertile place for the carrying around of contagious diseases can be thought of.

For the Committee,

S. E. ROBERTSON, *Chairman.*

REPORT OF SPECIAL COMMITTEE ON PLANTING AND NURTURE OF SHADE TREES

TO THE BOARD OF TRADE OF THE CITY OF NEWARK:

GENTLEMEN—The Special Committee on Planting and Nurture of Trees, appointed on October 8th, 1903, have been requested to file a report at this time.

The Committee would respectfully report that shortly after their appointment they presented an appeal to the Board of Trade Directors asking for an appropriation for the purpose of issuing educational literature to the people, for postage and for the temporary employment of an expert on trees who might advise inquirers. The Committee issued in the daily newspapers an appeal to the public for the culture of street trees and suggested various kinds of trees for street planting and methods of planting and care. This appeal was afterwards printed in circular form and distributed, and a member of your Committee appeared before the Board of Works on several occasions asking their co-operation.

A formal appeal to the Common Council for the appointment of a Shade Tree Commission under the law of 1893 was made, and in response to our appeal the Common Council passed the resolution requested, the Mayor approved it and on January 20th, 1904, appointed Senator J. Henry Bacheller, James A. Berry and Charles G. Titsworth, the latter the Chairman of this Committee, as the Shade Tree Commission of the City of Newark, New Jersey. With this appointment the active duties of your Committee ended. It may be of interest to report that the Shade Tree Commission have planted nearly one hundred Norway maples around Military Park and destroyed large numbers of caterpillars and their cocoons in various parts of the city, and they have encouraged and assisted individual property owners in the planting and care of trees before their properties.

During the Fall of this year they have planted American

elms on Broad Street from Green Street to its southern terminus, on Clinton Avenue from Broad Street to the Lehigh Valley crossing and on Walnut Street from Broad Street to Mulberry Street. They have planted American and German lindens on Walnut Street from Mulberry Street to the railroad. They have planted Carolina poplars on Walnut Street from the railroad to Lang Street, and Norway maples on Central Avenue from Halsey Street to Warren Street. These trees numbering about six hundred, were set out after the Commission had advertised notice of their intention to plant and given property owners opportunity to object in accordance with the provision of the law. The cost of the trees, the planting and the guards are to be assessed against the properties in front of which they are placed.

In all, the Commission have planted or have been instrumental in planting nearly seven hundred and fifty trees. The length of streets planted with trees on both sides by the Commission is five miles, while on six miles of streets pruning of limbs of trees, many of them dangerous to human life, was done. Insect extermination was probably extended over another six miles.

Your Committee believe the work for which they were appointed is being done by the Shade Tree Commission and would ask for the discharge of the Committee.

Respectfully submitted.

CHARLES G. TITSWORTH, *Chairman*.
JAS. S. HIGBIE,
ALBERT C. COURTER,
EDWARD Q. KEASBEY.

REPORT OF COMMITTEE ON MEMBERSHIP

TO THE BOARD OF TRADE:

GENTLEMEN—It is a pleasure for your Committee on Membership to hand in their report at this time.

The object and purposes of the Board, we are glad to say, are being better understood, and more thoroughly appreciated by business men. The work being looked after by Committees in the matter of securing better freight facilities by river and rail has served as an incentive to business men to take an active part and reports on various subjects relating to municipal and State affairs, submitted at the regular meetings of the Board, have encouraged many to apply for membership.

The Committee is indebted to Mr. George H. Simonds for his activity in bringing in new members, and also to the members individually, whose efforts have encouraged the Committee during the year.

The record of applications received by months is as follows:

January	30	April	46	October	18
February	46	May	20	November.....	30
March	23	June	23	December	8

Making a total of 244.

This number is the highest ever reached in one year, and the Committee wish to place before the Board a list of members who proposed one candidate or more.

The roll of honor is as follows:

George H. Simonds	79	Walter T. Johnson	3
Frank E. Van Ness.....	45	James Flockhardt	3
James M. Reilly	24	A. W. Wadsworth	3
Myron W. Morse	14	Richard C. Jenkinson	3
Edward T. Ward	7	Edward S. Campbell.....	3
Edward M. Grover	5	William R. Russell	3
John J. Hill	4	Paul L. V. Thiery	2
Moses Plaut	4	T. M. Ward	2

J. C. McCurdy	4	Geo. E. Campbell	2
Henry M. Doremus	3	Charles Bradley	2
George W. Tomkins	3	Nathan Myer	2
R. G. Salomon	2		

The following presented one each:

Franklin Murphy, Jr.	Dr. E. A. Hogan	F. L. Eberhardt
Stephen S. Day	Wm. A. McManus	George R. Gray
Ambrose Tomkins	F. G. DuBois	R. W. Adams
Wm. H. F. Feidler	I. R. Mansfield	E. W. McClave
Thomas Tonks	Adam H. Groel	Wm. H. Parry
F. A. Schuetz	P. T. Quinn	Henry P. Jones
T. K. Hannahs	E. C. Strempele	James A. Coe
Thos. Gallacher	Wilson J. Vance	A. W. Conklin
Wm. Q. James	J. R. W. Littell	A. S. Van Sant
F. A. Sterling	E. F. Keer	A. T. Sweeney
H. E. Eberhardt	B. C. Matthews	Samuel G. Bailey
S. A. Condict	L. W. Dennis	F. J. Butterworth
Louis Schlesinger	John R. Weeks	Leopold Meyer
	F. Bristow	

The loss in membership during the year was:

Resignations	19
By death	4
Dropped for non-payment	9

Making a total of 31
 Leaving a gain for the year of 213.

We hope that all members will endeavor to have a candidate for the coming year.

Respectfully submitted for the Committee.

FRANK E. VAN NESS,
Chairman.

January 11, 1905.

REPORT OF THE COMMITTEE ON TAXATION

TO THE BOARD OF TRADE:

GENTLEMEN—Your Committee on Taxation fully appreciates the consideration given it by the Board of Trade to the question of Equal Taxation, and it wishes briefly to give some reasons why this question is a live one notwithstanding the final adjournment of the Legislature today.

We believe that under existing laws every taxpayer now, besides paying his own tax according to the value of his own property, pays a considerable sum on every \$1,000 of value he owns, for someone else more able to pay than he is; the someone else being the great railroads of the State, whose properties are, without doubt, the most profitable and valuable of any in the State of New Jersey today.

Another, and no less important reason, is that the cities and towns of the State are burdened with debt, and it costs so much for their regular annual expenses and to meet the interest and sinking fund of their debt, that with an ordinary tax rate of about 2%, and so much property unjustly exempt from tax, sufficient money can not be raised to carry on their government.

In our own city and county, those who have to levy the taxes are at their wits' end to know how to keep the tax rate within bounds and yet raise the necessary funds, and this, notwithstanding the rate of interest paid on most of our bonded debt, has been reduced from 7% of a few years ago to about 4% now.

Still, if all property were treated alike, and required to pay its share of the tax levy, then if our people wanted a large police force, a splendid fire department, clean streets, fine public schools, a well paid Judiciary, and all the other requirements of a highly civilized community, of course they could not criticise or complain about their tax bills. But if by Legislative enactment these burdens are not equally distributed, if our cottages and factories pay annually \$23 or more on every \$1000 of value, while the great railroad properties (favored even in many other

ways by the State) pay only \$5 on \$1000 of value, and even that to the State, we have a right to feel that the burdens of city and county are not evenly distributed, and to demand legislation that shall do away with any favored class, and that shall require all property to pay the annual expenses of government according to its value. It is a simple proposition; but how is it received by the supposed representatives of the people?

A great city, the second in size in the State, goes to Trenton through its officials and many of its citizens, and asks that the laws may be changed so as to do even justice to all. Its bills are presented early in the session, but by some strange fatality they never reached the floor for a full discussion. The hand of a silent power is placed upon them; the Legislature adjourns, and nothing is done.

Are we then too late to consider this great question, and is our time wasted even in this first meeting held in Newark to consider it?

Your Committee on Taxation does not think so, and it wishes to present a few facts for the consideration of the Board of Trade, which will be supplemented by the facts and figures brought to us from our sister city of Jersey City, which is the great sufferer, and from other neighboring cities.

At a low valuation and as officially reported by the State Board of Railroad Taxation, over \$180,000,000 worth of railroad property pays no tax whatever to the city or town in which it is situated. This large sum is \$50,000,000 greater than the tax value of all the real estate in the City of Newark.

There are nearly 30 miles of main line of railroads within the bounds of our city and some little idea may be formed of its great value when it is remembered that for the purpose alone of elevation and betterment of these roads, our city was required to contribute nearly a million and a half dollars, and the claim of the railroads is that they spent between three and four millions more.

Does any one believe our tax rate would reach 2% if this property was valued and taxed as the other property in the city is taxed?

But in addition to that, within the last two years nearly \$300,000 worth of regular tax-paying property in this city was bought by the railroads and immediately removed from the tax lists. This property is much more valuable for railroad purposes than it was before, yet now, as most of it lies within the

one hundred foot "main stem" of the railroad, even the \$23 per \$1000 on its former value is not paid, and this sum is also added to the other overburdened property of the people of our city.

If a Newark manufacturer doubles the size of his buildings, and the capacity of his plant, the next year he will find his outlay well represented in his tax bill.

With these facts before us is it likely that there will be any State question of equal importance before the people this Fall?

To obtain even a hearing, it is evident from the experience of Jersey City and its citizens, before the Legislature just adjourned, that the men to be voted for at the next election as our representatives must be pledged for equal taxation, and to secure that result, in the conventions or the political parties and from the candidates, will require that the facts as stated shall be brought clearly before the people of all sections of the State, and on the day of the adjournment of the present session, the members of which would not even consider the subject, is a very appropriate time, and before the Newark Board of Trade, in Newark's Free Public Library, built and paid for by the city, is a very appropriate place to begin the work, which should not cease until the property of rich and poor alike pays according to its value for the support of the government which protects it.

HARRISON VAN DUYNE,
Chairman.

March 25, 1904.

REPORT OF THE COMMITTEE ON LEGISLATION

GENTLEMEN—

Your Committee desires to report that they opposed House Bill No. 175 which provides for the repaving of paved streets and the collecting of assessments for such benefits, as against the interests of the City of Newark, as it was unjust in the manner of assessing benefits and providing for the repaving of streets.

We also opposed House Bill No. 44 at the request of a large number of our manufacturers. This bill is known as the disorderly Act Bill and provides for a trial by jury in all cases of arrests during times of strikes, riots, and other troubles. Your Committee believe that the laws now provide for a trial by jury in almost all, if not all, cases.

At the request of this Board and its Committee on Internal Trade, we also opposed House Bill No. 183 regarding advertising signs, and for the reason that we thought a property owner had a right to use his property in any way he saw fit as long as he did not interfere with city ordinances, or endanger the life or health of his neighbors. We also thought this bill was unconstitutional.

We were in favor of bill No. 191 referring to what is known as "Mortgage Loan Sharks" and restricting same, and while this bill limited the interest charge to 6% on loans, we were inclined to favor even a larger percentage, so as to put these people nearly on the basis of the pawn brokerage business.

We opposed House Bill No. 260 which provides for the auditing of all bills of Public Libraries by the City Comptroller.

1st. Because it created a new auditing department for Newark; that work now being done by the Auditor.

2d. Because the bill requires that all bills should be sworn to by the creditor. This would be impossible to accomplish as the bills in all libraries of the State are small, ranging from 10c to \$1.50, and the cost of an affidavit and the trouble would prevent the trustees of libraries from making any purchases except

in large amounts, and preventing the Trustees or Librarian from buying books at "auction sale" or small stores where a great many books are purchased.

3d. Because a bill had been introduced providing that this work be done by the city expert and a rigid examination of all accounts be made at least once a year.

Your Committee opposed, as far as possible, the House Bill known as Bill No. 26 introduced by Mr. Miller, and known as the "Miller Bill." This bill was defeated last year and again this year but, like the poor, "we have it always with us." We opposed this for the following reasons: First we thought it unconstitutional and then for these reasons:

The relations between a corporation and its stockholders, and between stockholder in the same corporation are founded on contract.

It is quite likely that the Miller Bill would have been held not to apply to existing corporations, for the reason that the Constitution prohibits the Legislature from passing any law which impairs the obligation of contracts, or which deprives a party of any remedy for enforcing a contract which existed when the contract was made. Take the case of a corporation organized in 1900, at that time under the law as it then stood, and as it now stands, the stockholder had in his own hands a remedy for frauds committed by the officers and directors. This remedy cannot be taken from him by the Legislature.

The requirement that a consent in writing of twenty per cent. of the shareholders shall be had in order to give the Court jurisdiction of a suit for directors' frauds, makes the remedy impracticable and impossible. It will strike any one as a fact that it would be impossible to obtain the consent in writing of twenty per cent. of the shareholders of any corporation. Take as an instance the United States Steel Corporation.

The bill applied not only to the fraudulent acts of directors and officers, but it applied also to a suit for promoters' profits where they are illegally made. It would prevent any action by a stockholder of the Shipbuilding Trust, for instance, from bringing a suit to recover for the corporation the so-called "rake-off" made secretly by the men who promoted the corporation.

It applied to all kinds of actions which the directors of a corporation fraudulently refused to bring.

If it had passed, it was quite possible for eighty-one per cent. of the stockholders of a corporation to absorb the whole

assets of the corporation and leave the other nineteen per cent. with no remedy whatever. It did not except the fraudulent action of directors, officers and promoters. It was designed expressly for the protection of such frauds. It is a premium on dishonesty and makes it perfectly safe for gentlemen who are infected with "Wall Street morals" to perpetrate just such frauds as have been so recently unearthed and punished by the Courts.

The Act provided still another obstruction to the stockholders' remedy. The consent in writing of the twenty per cent of the stockholders must be obtained at a stockholders' meeting. There can be no stockholders' meeting unless a majority of the stockholders are present in person or by proxy. In cases of corporations like the Steel Corporation, having thousands of stockholders, it would be impossible to procure a quorum and in fact, impossible to get twenty per centum of the stockholders together at any meeting called for this purpose, and to satisfy a stockholder that the situation was such as to make it advisable for him to get a proxy for such a meeting would be futile. It would require a personal visit to each stockholder.

No honest corporation would ask for the passage of any such bill. You will not find any bank or insurance company, or legitimate manufacturing corporation, or any corporation whose affairs are properly managed by its Board of Directors, asking for the passage of a bill to shield them from stockholders' actions. It is not in the interest of legitimate corporations, but is wholly in the interest of corporations whose affairs are conducted by a few men for their own benefit.

The passage of this bill would discredit New Jersey in the eyes of the whole Nation. It would render investments in the stocks of New Jersey corporations insecure, and would probably have the effect of inducing very many people to sell their holdings unless they were in full sympathy with the Board of Directors, and this, of course, would result in a depreciation of the value of the stock.

The fraudulent corporations which have been organized under the New Jersey law have already given the State of New Jersey a bad name, but to place a premium on dishonesty as this bill did, would make the New Jersey corporation law a by-word.

We were opposed to Senate Bill No. 211 introduced by Mr. McKee for the same reasons as stated above, and the only reason that could be given for its introduction in the Senate after its

defeat in the House was the hope that the Legislature might not see the difference between one fifth of a number and twenty per cent. of the same number.

We also opposed a bill introduced by Mr. Duffield in the House known as No. 427, which provided that to commence an action a minority stockholder must first apply to the Courts to show or manifest to the Court that his suit was brought in good faith, etc. and to show to said Court the amount of stock held by the complainant, when, and the manner of its acquisition and all admissions, etc., etc.

If after concluding such inquiry the Court shall decide that said suit or action was not brought in good faith, it shall dismiss same, with costs against the plaintiff, etc.

This appears to be a bill to put all trouble possible before a minority stockholder. It increases the duties of the Court already burdened with work. It made the matter one of two trials instead of one, and there was no need of such protection as shown by the remarks made by members before the Legislature when in session.

The Committee recommended the passage of House Bill No. 306 which was called the "Itinerant Vender" Bill. This bill was endorsed by the Committee on Internal Trade of this Board and introduced by Mr. Lehlbach. The majority of the Committee thought that the charge should be in the shape of a tax on personals, and not as a license fee, so overcoming the objections to it that might be brought up on the ground of interference with Interstate Commerce.

Your Committee recommend the close study by all members of this Board of all bills introduced or proposed, as in that way only can any good bill be helped or bad one brought to the attention of the people.

The Committee also desire to thank the newspapers of this city for their help, and the editorials bringing out the good and bad points of bills, and representing as they do the opinion of the people, it is gratifying to the Committee to know that they had their support.

Respectfully submitted,

Signed, R. C. JENKINSON	} Committee.
MOSES PLAUT	
JOS. A. RIORDAN	
FRED'K CASTLES	
JAS. E. HOWELL	
EDWIN W. HINE	

Approved April 13, 1904.

COMMITTEE ON FIREMEN'S FUND

TO THE BOARD OF TRADE:

GENTLEMEN—A calamity occurred on April 23d last which caused the death of three members of the Fire Department and the serious injury of fifteen or more members.

At the instance of business men the President of the Board of Trade convened the Board of Directors in special meeting to consider the advisability of the Board opening a subscription fund for the relief of the families of those killed and for the care of such of the injured as might be found necessary.

With the approval and endorsement of the Board of Directors a Committee was appointed to issue an appeal for contributions.

Within three weeks' time a total of \$9,378.73 was subscribed by the citizens of this city, when it was determined advisable to close the subscription.

The Committee is indebted to the Honorable Board of Fire Commissioners for reports concerning the families of the dead firemen and statements regarding the condition of the injured.

In deciding as to the most equitable plan for the disbursement of the funds received, it was agreed to pay to the widows of Jacob Bleyhl and William B. Crane, and to the mother of Leo Ross, monthly, the difference between the amount received from the Pension Fund of the Department and the regular salary paid by the Department, and further, should any of the injured men be retired owing to permanent disability growing out of their injuries at the fire, that the same benefit be extended to them, dating from the time of such retirement.

From information furnished to the Committee it appears that the Board of Fire Commissioners may find it necessary to retire one or more of the men injured from active service in the Department owing to the severity of their injuries.

It is hoped that the action of the Committee will meet with the approval of the Board of Trade, of those who contributed to the fund, the officials of the Fire Department and the members of the families interested.

All of which is respectfully submitted.

JAMES M. REILLY,

Secretary.

EDWARD T. WARD, *Chairman.*

DAVID H. MERRITT, *Treasurer.*

REPORT OF COMMITTEE ON TRADE EXTENSION

GENTLEMEN OF THE BOARD—The Committee on Trade Extension beg to report that they have given consideration to the question of extending the trade interests of the United States with China.

The Committee fully endorse the action taken to initiate a movement having for its object the appointment of an Imperial Chinese Commission to visit the principal cities of the United States, and to manifest an interest in such a movement on the part of the City of Newark, we beg to submit the following preamble and resolution for your consideration and action:

Whereas, It is essential to the continued prosperity of the rapidly growing industrial and mercantile interests of America that there should be the broadest possible extension of markets for our products, and

Whereas, It is necessary that better trade relations may be established with China in order to realize the vast possibilities in that direction for American manufacturing and mercantile interests, and

Whereas, The visit to America of His Highness, Prince Pu Lun, Imperial Commissioner to the St. Louis Exposition, affords an opportunity for preliminary steps toward bringing about larger trade relations between the American and Chinese people, Be it therefore

Resolved, By the Board of Trade of the City of Newark, that we urge the United States Government, through its proper authorities, to put into operation regulations which, while excluding Chinese laborers from further admission to the United States, will provide for the admission and protection of the legally exempt classes of Chinese citizens, who, under present laws, are entitled as officials, merchants, students and tourists, to visit our country, and to this end we endorse the proposition to require conclusive credentials for this purpose to be procured from our diplomatic representative in Peking and authorized

Consular officials of the United States, stationed in the treaty ports of China; also

That we join with other commercial organizations of the leading cities of the United States in requesting His Imperial Highness, Prince Pu Lun, to procure the appointment of a Commission by the Chinese Government, who shall in the near future visit the leading cities of the United States for the purpose of personally inspecting our varied manufacturing, mercantile and educational institutions, to the end that better understanding may thus be brought about and may speedily result in the establishment of larger and better trade relations between the people of the two countries.

Respectfully submitted,

STEPHEN A. CONDUCT,

Chairman.

May 10, 1904.

REPORT FROM THE COMMITTEE ON MUNICIPAL AFFAIRS WITH REFERENCE TO WATER METER CHARGES

GENTLEMEN—The Directors referred to this Committee several complaints from members of the Board in reference to the additional charge imposed by the Board of Street and Water Commissioners which was known as the One Dollar Quarterly Meter charge, for consideration and report.

A misunderstanding regarding the necessity for this additional charge being made on property owners using a small quantity of water became general.

Your Committee, after a discussion with the Chairman of the Water Committee and Engineer Sherrerd, of the Board of Works, agree that the charge was a proper one, but that the manner in which it was imposed had led to a general misunderstanding, and it was suggested that a change be made and that a minimum rate based upon the cost of the plant and the installation of the service should be charged against all users of water.

This suggestion, we are pleased to say, has been adopted, and we apprehend that with the adjustment made by the Board of Works to take effect on May 1st, water consumers will have no further cause for complaint.

While discussing the financial condition of the Water Department, a suggestion was also offered that a reduction might be secured in the annual total if certain bond issues could be refunded and a new issue made extending the life of the bonds ten or twenty years, provision being made that during the first ten years after such extension had been secured that no sinking fund charges should be made.

We considered that such a plan, if decided feasible, would relieve the present generation from carrying all the burdens for improvements which have been made with such rapidity during

the recent few years, the benefit of which will actually be greater to coming generations than to the present one.

We have followed up this suggestion by holding a conference with Mayor Doremus and other officials, and we hope at a future day to be able to offer some practical suggestion regarding the carrying out of such proposition.

Respectfully submitted on behalf of the Committee.

WM. H. F. FIEDLER, *Chairman*.

P. L. HOADLEY,

EDWARD GRAY,

H. E. EBERHARDT,

WILLIAM R. RUSSELL,

H. C. ROMMEL.

April 13, 1904.

CITY HALL TROLLEY LOOP FRANCHISE

GENTLEMEN—On behalf of the Committee of Fifty appointed at the last meeting of the Board to present resolutions adopted at said meeting against the granting of the so-called City Hall Loop Franchise to the North Jersey Street Railway Company, would say, that forty-two members of the Committee appeared at the hearing in question, and the result of said hearing was the withdrawal of the application in question.

In this connection it is proper to call attention to the fact that the hearing on the above mentioned application was held in the rooms of the Board of Works and not as requested by this Board in a room of sufficient size to accommodate all who desired to be present.

For over two hours the Board of Works room was crowded beyond the limits of comfort and treatment due to every citizen of this city. In addition the lobbies, hallway and stairway to the street entrance was packed to suffocation; 90 per cent. of those present were compelled to stand up, with but little hope to be seen, let alone hearing and being heard, in their desire to protest against the measure in question.

It is due to the members of the Board of Works to say that they were advised by their counsel that this hearing must be held at the place advertised, but that an adjournment could be had to a larger room. For some reason this was not done, and discomfort and discourtesy, perhaps not intended, was inflicted on this Committee and the protesting citizens of Newark, to a degree that should in future be carefully avoided.

Respectfully submitted for the Committee.

GEORGE W. TOMKINS, *Chairman.*

THE EIGHT HOUR BILL. REPORT BY COMMITTEE, 1904

GENTLEMEN OF THE BOARD OF TRADE :

Your Committee appointed to appear before the Committee on Labor of the House of Representatives, and the Labor Committee of the Senate, to present on behalf of the manufacturers and merchants of the City of Newark, a petition in opposition to the passage of the so-called Eight Hour Law, and to enter a protest against the passage of the proposed Anti-Injunction Bill, would respectfully report that a large delegation representing the Board appeared before both Committees of Congress, and that a verbal protest was made before the Committee of the Senate with reference to the Anti-Injunction measure.

In addition to the verbal statements made by the Chairman of the delegation and members, the accompanying protest which had been prepared was submitted and read by the Secretary of the Board:

Memorial from the Board of Trade of the City of Newark.

(Subject : Eight Hour Bill)

TO THE HONORABLE COMMITTEE ON LABOR,

HOUSE OF REPRESENTATIVES:

GENTLEMEN—We are here to represent the 3,500 manufacturing industries located in the City of Newark, delegated by the leading commercial organization of our city, the Board of Trade, in which 800 of our representative and successful business men hold membership.

Newark occupies the position of eleventh in the rank of important cities of the United States for the annual output of its manufactured products, and per capita on a basis of population, we hold the first rank among American cities as a manufacturing

centre, and in the diversity of our industries we are second to none.

The people of our city never had, and never hope to have any great opportunity of building up a commercial existence, we are essentially a city of manufactures, and the \$200,000,000 of taxable valuations which we possess, has been accumulated by hard work.

Everything and everybody in the City of Newark look to and depend entirely for their personal comfort, their present needs and their future prosperity, to the upbuilding and permanency of our industries.

It has been repeatedly asserted by men in touch with National affairs, that the City of Newark is a thermometer from which can be gauged the rise and fall of manufactures; that no disturbance affecting such interest can occur in any part of the world without the pulse of Newark feeling it.

In our workshops and factories we employ 50,000 operatives; who draw in wages annually over \$30,000,000 and produce annually \$150,000,000 in finished products.

It is the consensus of opinion among our manufacturers that the enactment of the so-called Gompers Eight Hour Bill, will be disastrous; not because it would reduce the hours of labor to eight hours a day on government work, but more particularly because it provides another handle to the already overburdened condition which surrounds all lines of industry, and because it provides another means for creating greater disturbance between the employer and the employee.

During the past year the losses incurred from strikes, lock-outs and labor troubles, has been estimated in the billions of dollars, and we feel that in the wisdom of Congress instead of adding to the trouble already existing there should be a disposition to bring about a remedy for its further prevention.

We hold, as an organized Board, that the interests of the people of the United States is not so much in the number of hours employed, as the actual production of satisfactory results, whereby capital shall be safe in its investment, and labor secured in its employment.

When such conditions are safely assured, labor can demand and reasonably expect its just return, but so long as labor unwisely advocates measures making the investment of capital

unsafe, they must necessarily expect to arouse strenuous antagonism.

Among our industries we have forty (40) distinct lines which produce each from \$1,000,000 to \$20,000,000 in value annually. In smelting and refining we produce upwards of \$20,000,000; in zinc products \$2,000,000 of value; our machine shops turn out \$6,000,000; in chemicals \$2,500,000; in varnishes \$2,500,000; iron and steel \$1,500,000; leather \$10,000,000; celluloid \$2,500,000; in copper goods \$3,000,000 to \$5,000,000; electrical supplies \$1,500,000; jewelry and silversmithing upwards of \$10,000,000; and so we might go on citing industry after industry, each and every one of whom feel that the enactment of such a law would be hurtful and injurious.

On behalf of these great establishments, we argue that if you reduce the hours of labor, you limit the output of industry, and that you must therefore necessarily either advance the cost of the product, or cheapen the cost of the labor.

We cannot but feel that any measure which would make necessary the imposition of a greater tariff than that which the people of the United States have so generously supported in the building up of our industrial interests, would be a menace to the future prosperity of the Nation, that it would be unwise and dangerous, and that the ultimate outcome of this measure, if it become a law, would be such a tariff.

Since 1860 our industries have increased from 765 to over 3,500 establishments; the capital invested from \$13,800,000 to upwards of \$100,000,000; the yearly product from \$27,000,000 to \$150,000,000, and through the expansion and upbuilding of these industries our population has increased from 71,000 in 1860 to 300,000 today.

We do not understand the thought which would jeopardize such progress, it is foreign to that wholesome Americanism which has made possible our success as a manufacturing Nation. The manufacturers of this Nation cannot but view with alarm measures of this character when proposed, and seriously considered by a Committee of Congress, and we wish to again state, that the manufacturers of the City of Newark emphatically oppose the passage of this measure. In support of these statements, we beg to present to you the following resolution which was adopted by unanimous vote at a regular meeting of our Board, attended by over 200 representative citizens as our warrant for so doing:

Resolved, That the Board of Trade of the City of Newark is

opposed to the enactment of the so-called Eight Hour Bill now before the Committee on Labor of the House of Representatives, as we consider such a law would injure the manufacturing, commercial and labor interests of the United States.

Praying your consideration we respectfully submit this memorial on behalf of the Board of Trade of the City of Newark, New Jersey.

(Signed) EDWARD S. CAMPBELL,
President.

March 23, 1904.

After the reading of the memorial, members of the Committee were interrogated on several points regarding conditions maintaining in the manufacturing interests of the City of Newark and the replies made appeared to be accepted with satisfaction.

The Committee feel that they have discharged the duty imposed upon them by the Board, and that the presentation of such memorial coming from a body representing such great interests would have an undoubted weight with the Committee in forming a decision.

Respectfully submitted on behalf of the Committee.

R. G. SALOMON,
Chairman.

RAILROAD GRADE CROSSINGS

GENTLEMEN OF THE BOARD OF TRADE:—Your Committee appointed to look into the matter of "Grade Crossings" have had two or three meetings and one since the Committee was enlarged by the addition of five from those members of the Board doing business on the line of the New York Bay Railroad.

The problem on this branch is a hard one to solve, so as to interfere as little as possible with business interests on this line.

This road crosses Frelinghuysen Avenue at grade. This street is only nine feet above tide water. The plan talked of by the Railroad Company and the Board of Works is to elevate these tracks over Frelinghuysen and Elizabeth Avenues about thirteen feet above the present street grade.

As Elizabeth Avenue is only eleven feet above the Frelinghuysen Avenue grade, it will be necessary to elevate the track here at least as many feet more above the street or to depress the grade of the street a few feet.

No matter what is done here, the incline to Clinton Avenue which is sixty feet above tide water, can be lessened, and if the tracks are raised here the same height as at Elizabeth or Frelinghuysen Avenues, the grade or incline of the track will be the same as now.

That is, if you raise thirteen feet at Elizabeth Avenue and thirteen feet at Clinton Avenue, your grade on the railroad is the same at Clinton Avenue.

This avenue could not be lowered more than two or three feet. This would give a track elevation above present grade of ten to eleven feet. The problem from here to the north is the most difficult one.

Your Committee have no plans to recommend and the suggestions made are merely to state grades and to show the problem to be solved.

The difficulty from Clinton Avenue to the north is entirely

one of expense and a desire to leave the conditions when changed so as not to interfere any more than is absolutely necessary with the interests of any of the firms doing business on this line.

The grade to Eighteenth Avenue from Clinton Avenue is about $1\frac{1}{2}\%$ or about forty feet in 3,200, as Eighteenth Avenue is about forty feet above Clinton Avenue, and eighty feet above Elizabeth Avenue.

It is suggested that if the track is elevated at Clinton Avenue it might come down to the level at Eighteenth Avenue, and the streets crossing between Eighteenth Avenue and Clinton Avenue crossed either by a raised viaduct or by a partial depression of the street grade and a partial raising of the grade of the railroad.

Gentlemen, we only desire to suggest or to recommend and do not desire to do more than that, and to report to you the situation on this railroad at this time and promise to take up the others later, if it is your wish that we should do so.

Gentlemen, this Board of Trade has developed its strength and power because it is composed of the business men of this city, and we feel that it is the duty of this Board to guard the interests of the people who have, as a class, made the city great, and so, without drawing your attention to other localities, we call your attention to this one.

Along the line of this railroad are several large business interests, all, or nearly all, north of Clinton Avenue. South of that as yet only one or two have settled, so that in looking after the interests of the business men, we have to take care of five city blocks, and five grade crossings, counting Frelinghuysen and Elizabeth Avenues, as arranged for already. This is only a small share of the business of this city, but large in its total in spite of this.

This railroad in its length from N. J. R. R. Avenue or the line of Broad Street to its northwestern end is about 7,000 feet long, and in making this report we call attention to the fact that of the 14,000 feet of property on this railroad on both sides of the tracks between Frelinghuysen Avenue and Elizabeth Avenue but about 3500 feet is now used for business purposes.

The railroad is built entirely on a private right of way and crosses at grade twelve streets that are laid out on the city map, although some of them are not opened up as yet. They are as follows: Frelinghuysen, Elizabeth, Johnson, Hillside, Belmont, Ridgewood, Runyon, Bigelow, Clinton, Madison, Avon Avenues,

Rose Street and Waverly Avenue, and ends at Eighteenth Avenue.

And provision must be made sooner or later to take care of all these streets.

As stated above, only thirty-five hundred feet, taking both sides of the fourteen thousand feet of property facing on this railroad is occupied today by business or dwellings. This is just 25%.

Now it is certain that within the next five years that most of the other 75% will be built upon and that not counting on the increase of trade to those already there, the railroad must provide for a business quadruple of its present size.

The property west of this line has been improved greatly in the past five years, but not 20% within the present city line in the section cut off by this line is improved property. That it will improve more rapidly from now on is certain, as the Clinton Avenue line of electric cars now run to the junction at Irvington and the pavement of Clinton Avenue with a smooth pavement is helping this avenue and all the streets crossing it.

So that every year more and more of our good people will be cut off from the city by this line and as the line becomes more busy and active and the property is built up, the present conditions will become more and more unbearable.

We ask you as members of this Board to unite with us in urging our Honorable Board of Works, who have this matter in charge, to use the power they have to eliminate all grade crossings from this line, and to do so at once on Frelinghuysen, Elizabeth and Clinton Avenues. To provide for the closing or depressing or raising of the remaining streets intersected by this line, and to do so with as little inconvenience to the business conducted by the manufacturers as possible.

It is unnecessary to repeat that this road should not have been allowed to cross at grade, but as it is there and business men have built on the basis of "grade tracks" level with or nearly so to the railroad, it becomes a burden on the city that allowed this to eliminate it at once and take care of the manufacturers and business men as well.

We can well afford to do this, and it will be more difficult to

accomplish every day it is delayed. If this is done, property will increase in value, business will increase on the line and every one will be helped.

RICHARD C. JENKINSON, *Chairman*.
JOS. H. WOOD,
EDWIN A. KIRCH,
CHARLES SELVAGE,
R. J. GOERKE,
JULIUS KRISTELLER,
GEO. W. TOMKINS,
A. C. COURTER,
EDWARD Q. KEASBEY,
GEO. F. REEVE,
J. H. ABERCROMBIE.

COMMITTEE ON EDUCATIONAL AFFAIRS

TO THE BOARD OF TRADE:

GENTLEMEN—The Committee on Educational Affairs have carefully canvassed the proposition to reduce the membership of the Board of Education from thirty to nine members, as provided under the School Law to be submitted to the voters at the ensuing elections. The conclusions arrived at by your Committee are as follows:

FIRST—Nine members can transact business better than thirty.

SECOND—Responsibility can more readily be fixed.

THIRD—Every member will be more conversant with *all* the business. The large Board is compelled to do much of its work through committees.

FOURTH—The best citizens will more readily consent to serve.

FIFTH—Voters will express their choice of every member of the Board instead of only two, as now.

SIXTH—Under ward representation the shrewdest men secure sectional advantage, while other wards, possibly more needy, are neglected. A small Board elected at large will manage affairs with reference to the entire city and not be so much affected by local interests.

SEVENTH—Every member of the small Board will represent a constituency embracing the entire city, therefore the adjustment of grievances or complaints will devolve equally upon all.

EIGHTH—The experience of other cities favors a small Board.

Of the thirty-eight cities in the United States having a population of 100,000 and upwards, but six have as large a Board as Newark, while eighteen have Boards of from five to nine members. Inquiry was made of the Mayors of many large cities where small Boards have been adopted, and the universal testimony is favorable.

Your Committee were impressed with the thought that

many of our citizens have been unable to possess themselves of information sufficient to warrant them in expressing a choice in this matter, and therefore submit the foregoing statements in support of the adoption of the following resolutions, which we hope will be adopted unanimously by this meeting:

Resolved, That the Board of Trade believes the best interests of the public will be served by a smaller Board of Education, and that we advocate and urge the voters of the City of Newark to vote in favor of the proposition calling for a Board of nine members at the ensuing elections, to be held on November 8th.

Resolved, That a special committee of three be appointed by the Chairman to continue an agitation favoring the carrying out of this change, and that the said Committee be authorized to solicit funds in the name of the Board, to meet necessary expense incurred for printing and distribution of information to voters.

Respectfully submitted for

THE COMMITTEE ON EDUCATIONAL AFFAIRS.

October 12th, 1904.

EDUCATIONAL—SMALLER BOARD OF EDUCATION

TO THE BOARD OF TRADE:

GENTLEMEN—The Committee appointed at your last meeting to agitate the question of a Small Board of Education beg to report as follows:

(1). Circulars concisely stating the reasons for believing that the small board would be of advantage to the cause of education in this city were printed in English, German, Italian and Yiddish.

(2). Men and women were employed to distribute these circulars at the houses of the voters.

(3). Postal cards were issued just before election asking the recipients to remember the question at the election.

(4). Much of the detail of the work of distribution was supervised by the ladies connected with the Educational Association, whose members were deeply interested in the question and to whom your Committee would extend hearty thanks for their energetic and faithful work.

(5). A meeting under the auspices of the Essex Trades Council was held on Wednesday evening, November 2d, at the Newark Library for the purpose of discussing the question. The meeting was attended by only a small number and the discussion of the question developed the fact that many of our citizens were loath to relinquish their ward representatives and looked with suspicion upon the movement as in the interests of a certain book concern whose influence with the Newark Board of Trade is reported as being very great.

(6). The election on November 8th resulted in a vote of 9,142 in favor and 10,352 against. Only about one-third of the voters took the trouble to express themselves on the question. Four wards, however, were carried in its favor.

(7). Under the energetic management of the Treasurer of the Committee sufficient funds to meet all expenses and leave a balance over were collected.

The Committee would extend its thanks to the members of

the Board of Trade who so generously responded to the Treasurer's appeal.

The balance of the money unexpended has been turned over to the Educational Association.

The report of the Treasurer is herewith appended.

(8). To the local daily papers the thanks of this Committee are due for their untiring advocacy of the small board, and their hearty endorsement of the work of this Committee. Every facility within their power was accorded and the Committee would recommend your adoption of the following resolution:

Resolved, That this Board desires to accord its obligation, and express its thanks to the daily papers of Newark for their wise, persistent and hearty advocacy of a Small Board of Education.

In conclusion your Committee feel pleased with the results attained, although the issue was unfavorably decided. It believes that the question has received such an agitation as will ultimately eventuate in the adoption by this city of the Small Board of Education.

Respectfully submitted,

JAMES P. DUSENBERRY,	}	<i>Sub-</i>
R. C. JENKINSON,		
LABAN DENNIS.		
		<i>Committee.</i>

PROPOSED MANUAL TRAINING SCHOOL

GENTLEMEN OF THE BOARD:

The present High School was planned to accommodate 1,475 pupils. There are now in it 1,680. Three years from now—and a new building can hardly be ready for use before then—there will be at least 700 young men and women in our city entitled to the high school instruction they ask for, yet barred by lack of room from the only appropriate place we have in which to teach them.

The work in the present building along commercial, economic and industrial lines—work peculiarly appropriate to our city of manufactures and commerce—needs room for its development; and if it had that room it would at once attract many more students. The call for instruction in these departments is strong and steadily increasing.

Some of our young men should be trained for business; should get in touch with the great commercial and industrial questions of today; and become capable of filling responsible positions where they can exert a sound conservative influence.

Newark is a great commercial and industrial city. It is the duty of its citizens to provide an education for its youth peculiarly adapted to the life of the city.

The manual training side of high school work, rounding out the instruction in this line which begins in the fifth year in our schools, should at once be provided with adequate quarters and full equipment. Other cities are far ahead of us in this direction; yet no city calls more than ours for the best brains, building and equipment can furnish in developing all the native talent we have along the lines of design, technical skill and shop management.

Our evening high schools call more than a thousand young men and women from their other evening occupations to serious study and to such work with tools as our present inadequate equipments can give them. We need a building in which the commercial and manual training rooms and equipment, used by

a thousand young people by day, will be available for another thousand in the evening. The evening drawing school, one of the most useful of all the elements in our whole system, demands larger and better accommodations. Provided with these, it would soon double its attendance. It now enrolls over 600 students each year who attend more steadily than do the student of any day school; and this in spite of cramped and unattractive quarters and inadequate equipment.

The high school we are looking for will discover a special bent for technical work in many of our school pupils, and will fit them for and induce them to enter, either the distinctly trade departments of our technical school, or the institute of technology proper which that school must soon develop.

Experience shows that high schools lose something in efficiency, and in careful attention to the individual pupil, if they include more than a thousand students; and that economics due to concentration are very slight after passing that number.

The high school not only crowns a municipal public school system; it also gives it dignity, and a certain stimulus which is felt by teachers and pupils in every grade to the remotest corner of the city. It is an element most essential for effective work. It should lead in every respect. It should not lack room for all applicants; it should invite and encourage students; it should open the door of a broad general education to every young man and woman, rich or poor who wishes to enter it. It should lead, as it does, many young men and women from the humblest homes to positions of trust and honor. It should be, and is, the most democratic of all the elements in public education.

Our present high school plant is entirely inadequate in the two elements of room and equipment. In view of the fact that the high school is a part of the organic system of the public schools of the city, there is as much need for erecting additional buildings for it as for overcrowded grammar schools. The present location of our high school is conducive to the interests of a certain section, and other sections have the right to demand a building which shall be equally convenient. It may be said that as we lack full accommodations for the lower grades we should provide these first. But the schools in no rapidly growing American city ever catch up with the increase in the number of children. If our high school waits on this account it will wait

forever. Moreover, Newark is better supplied with rooms for the lower grades than almost any city in the country, though the rooms are far from the best. *

Moreover, again, a modern, well equipped, beautiful high school building in the same architectural class with our library, our city hall and our court house, worthy of our city, as they are, and centrally located, would, like them, add to the city's dignity, to its standing in the country at large, to the pride and interest we take in our schools, and would stimulate us to bring all of our educational equipment up to its level.

The Mayor in his recent message says:

"A second high school building is sorely needed in the southeastern section of the city. * * * * * I recommend most strongly that some provision be made by the authorities in charge for a commercial high school."

In view of all these facts your committee recommends: That you approve of the action of the Board of Education in asking the city for funds to purchase a site for a high school, and for additional grade schools.

That you urge the same Board to complete at least one high school as soon as possible, and that this High School be located near the centre of the city; be equipped for commercial and industrial art training, both day and evening; be large enough to accommodate a thousand pupils, and be architecturally an ornament to the city.

Respectfully submitted for the Committee on Educational Affairs.

J. C. DANA, *Chairman*.

CONSTITUTION AND BY-LAWS

ACT OF INCORPORATION

STATE OF NEW JERSEY

AN ACT TO INCORPORATE THE BOARD OF TRADE OF THE CITY OF NEWARK

Members of the Board
Power to Acquire Property.

1. *Be it enacted by the Senate and General Assembly of the State of New Jersey:* That the members of the Association known as the "Board of Trade of the City of Newark," and all other persons who may hereafter become associated with them under the provisions of this Act are hereby created a body corporate and politic, and as such may acquire and hold estate, real and personal, to the amount of twenty-five thousand dollars, with power to increase the same to one hundred thousand dollars.

Objects of the Board defined.

2. *And be it enacted,* That said corporation shall have for its object the promotion of trade; the giving a proper direction and impetus to all commercial movements; the encouragement of intercourse between business men; the improvement of facilities for transportation; the correction of abuses; the diffusion of information concerning the trade, manufacture and other interests of the City of Newark; the co-operation of this with similar societies in other cities, and the promotion and development of the commercial, industrial and other interests of the said City of Newark.

Stock may be Issued

3. *And be it enacted,* That if at any time it shall be deemed advisable by said body to appportion the interests in any property they may hold or be about to acquire, to the various members, the said body may, by a suitable amendment to its Constitution or By-Laws, create capital stock of such amount as may be necessary for the business of said body, and in such shares as may be deemed proper, the sale or distribution of which shares shall be provided for in said Constitution or By-Laws.

4. *And be it enacted*, That the property, affairs, business and concerns of the corporation hereby created, shall be managed by a President, three Vice-Presidents, Secretary, Treasurer, and nine Directors, who, together, shall constitute a Board of Directors, to be elected annually, at such times, places and according to such rules as are laid down in the Constitution or By-Laws of said corporation, and who shall be governed in their action by such Constitution and By-Laws; and the present officers shall hold their offices, as officers of the corporation under this Act, until the expiration of their respective terms, or until others be elected in their places.

Officers to
Control

How Elected

5. *And be it enacted*, That the corporation shall annually elect five members of the Board of Trade, to be known as the Arbitration Committee; vacancies in said committee shall be filled by a special election. It shall be competent for said committee to hear and decide such matters of controversy as might be the subject of an action at law or in equity, as may arise between members of said corporation, or those claiming under them, and as may be submitted to said committee by an instrument in writing, signed by said parties and attested by a subscribing witness; subpoenas for the attendance of witnesses before such Committee of Arbitration shall issue out of the Circuit Court of the County of Essex in the usual way, with like penalties for non-attendance; the witnesses so subpoenaed shall be entitled to the legal fees of witnesses in said Circuit Court; a majority of the members of said committee shall be competent to meet together and hear the proof and allegations of the parties; said parties may be represented by counsel, and the award, signed by a majority of said committee and proved in the usual manner of proving deeds, may be filed in the Clerk's Office of the County of Essex, and upon such filing a judgment shall be entered upon the minutes of said Circuit Court, in accordance with the award of said committee, which said judgment may be docketed, transcripts taken, and execution issued thereon, as in the case of judgments rendered in said Circuit Court; judgments entered in conformity with such award shall not be removed, reversed, modified, nor in any manner appealed from by the parties thereto, except for frauds, collusion, or corruption of said Arbitration Committee.

Arbitration
Committee

Subpoenas
Issued

Penalties and
fines

Awards
and Judgments

Abuse of Power
by Corporations

6. *And be it enacted*, That in case any corporation incorporated by the laws of this State, and exercising any or all its corporate powers, or holding property in the County of Essex, shall, in the estimation of said Board of Trade, usurp any powers not granted to them by their charter, or shall abuse or misuse any or the powers granted in the charter of said corporation, or shall disobey any law of this State, the Board of Trade may present such case of such corporation to the grand jury of said county for their action, or may present such case of such corporation to the Attorney-General of this State, who shall consider and examine the fact of such usurpation abuser, or misuser, or disobedience of law, and proceed to apply such efficient remedy as he may deem proper in behalf of this State, which remedy may be in the Supreme Court or Court of Chancery, either by quo warranto, scire facias, mandamus, injunction or action, the nature of which action shall be at his discretion.

By-Laws

7. *And be it enacted*, That such parts of the present Constitution and By-Laws of the Board of Trade as have not been herein provided for shall continue in force, where the same are not in conflict with this Act or the laws of this State.

General Powers
Conferred

8. *And be it enacted*, That the said corporation shall possess the general powers conferred by the Act entitled "An Act concerning corporations," approved February fourteenth, eighteen hundred and forty-six.

9. *And be it enacted*, That this Act shall be a public Act and shall take effect immediately.

Approved March 10, 1869.

UNITED STATES OF AMERICA, }
STATE OF NEW JERSEY. }

I, HORACE N. CONGAR, SECRETARY OF STATE OF THE STATE OF NEW JERSEY, do hereby certify, that the foregoing is a true copy of an Act passed by the Legislature of this State, and approved by the Governor the tenth day of March, A. D., 1869, as taken from and compared with the original now on file in my office.

IN TESTIMONY WHEREOF, I have hereunto set my
hand, and affixed my official seal this twelfth
[L. s.] day of March, eighteen hundred and sixty-nine.

H. N. CONGAR,
Secretary of State.

CONSTITUTION

AS AMENDED TO DATE

ARTICLE I.

Name

This Association shall be called "THE BOARD OF TRADE OF THE CITY OF NEWARK."

ARTICLE II.

Objects of the
Board

It shall have for its objects the promotion of trade; the giving a proper direction and impetus to all commercial movements; the encouragement of intercourse between business men; the improvement of facilities for transportation; the diffusion of information concerning the trade, manufactures and other interests of the City of Newark; the co-operation of this with similar societies in other cities, and the promotion and development of the commercial, industrial and other interests of said city.

ARTICLE III.

Officers

The officers of this Association shall consist of a President, three Vice-Presidents, Secretary, Treasurer and a Board of nine Directors, of which Board the officers before mentioned shall be *ex-officio* members, making fifteen in all.

ARTICLE IV.

President's
Duty

It shall be the duty of the President to preside at all meetings of the Board, preserve order, appoint the necessary committees when requested by the Board; and at the written request of ten members, to call extra meetings. At the regular meeting in November, he shall appoint three members to act as judges of the ensuing election.

ARTICLE V.

The Vice-Presidents, in the order of seniority determined by the vote they may receive, shall, during the absence of the President, have the same powers and authority as possessed by the President when present. In the absence of both President and Vice-Presidents, the members assembled may elect a President *pro tempore*.

Duties of the
Vice-Presidents

ARTICLE VI.

The Secretary shall keep a correct record of the proceedings of the Board as well as the proceedings of the Board of Directors. He shall collect all dues, assessments or moneys accruing to the Board, and pay the same to the Treasurer. He shall sign all warrants drawn on the Treasurer by order of the President, keeping an accurate account of receipts and disbursements. His books and accounts shall at all times be subject to the examination of the Board of Directors, and he shall make an annual report to the Association on the regular meeting night in January, under the direction of the Board of Directors. He shall give proper notice of all meetings of the Board, and to all committees of their appointment, and perform such other duties as may be required by the Board. He shall be subject to removal by the Board of Directors for dereliction of duty or improper conduct.

Duties of the
Secretary

Warrants

Annual Report

Notice of
Meetings

ARTICLE VII.

The Treasurer shall receive and take charge of all moneys accruing to the Board, and shall pay them out on warrants or checks drawn by the Secretary and countersigned by the President. He shall keep a regular account of moneys received, and expended by him and make a quarterly return to the Board of Directors. He shall also make an annual report of the financial affairs of the Association at the regular meeting in January in each year.

Duties of the
Treasurer

Financial
Report

ARTICLE VIII.

Power of the
Board of
Directors

The duties of the Board of Directors shall be to take a supervisory control of the affairs of the institution, to examine accounts of the

Secretary and Treasurer, to fix the salaries of officers and assistants, to make estimates for the ensuing year, and decide upon all matters not provided for by the By-Laws of the Association. They shall hold monthly meetings, or oftener if necessary, and shall have power to fill any vacancy in their body. Five shall be a quorum for the transaction of business.

Meetings and
Quorums

ARTICLE IX.

Election of
Officers

After the first election, all the officers of this Association shall be elected by ballot at the annual meeting, which shall be held on the regular meeting night in December of each year, and shall enter upon the duties of their respective offices on the regular meeting night in January then next ensuing, and shall hold their offices for one year from that date, or until others be elected.

ARTICLE X.

Honorary
Advisory
Board

It shall be the duty of the President-elect at the first meeting after his installation to appoint his predecessor or predecessors, in office, to membership in the Honorary Advisory Board, such Board being created as an auxiliary to the Board of Directors, with whom they shall at all times be privileged to meet; to discuss and advise in matters relating to the affairs of the Board.

Members who have been elected to, and have filled the office of President, shall alone be entitled to the honor of this appointment.

Failure to comply with the duties of membership shall nullify without action the appointment of such member.

ARTICLE XI.

Meetings

This Association shall meet at such times and places as may be provided in the By-Laws.

ARTICLE XII.

Any person may become a member of this Association who shall have been recommended by the Board of Directors, elected by a majority vote of members present at any regular meeting of the Association.

Membership

ARTICLE XIII.

The annual dues shall be Ten Dollars, payable on and after the second Monday in January each year, which sum shall be paid by all members elected prior to May 30th, and all applicants elected subsequent to that date shall pay the sum of Five Dollars as dues for the remaining months of the fiscal year.

Annual Dues

If any member, after being notified, shall fail to pay his annual dues for three months after they are due, the Board of Directors can strike his name from the list of members.

Failure to
Pay Dues

ARTICLE XIV.

Vacancies among the officers of this Association shall be filled at the next regular meeting by ballot, the officers so elected to hold office until one month after the next annual election.

Vacancies

ARTICLE XV.

Any officer may be removed or member be expelled by a two-third vote of the members present at any regular meeting, after one month's notice given of such intended action.

Expulsions

ARTICLE XVI.

Nine members shall be a quorum of the Association to transact business.

Quorum

ARTICLE XVII.

Any amendment to this Constitution shall be proposed at a regular meeting, and shall be acted on at the next subsequent meeting, to be approved by two-thirds of the members present.

Amendments

ARTICLE XVIII.

Fiscal Year The fiscal year of the Association shall
commence on the first day of January of each
year.

ARTICLE XIX.

Politics and Partisan politics and sectarian religion
Religion shall not be introduced in the business or deliber-
ations of the Association.

Adopted March 17th, 1868.

BY= LAWS

ARTICLE I.

The regular stated meetings of the Association shall be on the second Wednesday of each month, except during July, August and September adjournment.

ARTICLE II.

The order of business at stated meetings of the Association shall be as follows:

1. Minutes of the previous meeting.
2. Communications.
3. Election of Members.
4. Reports of Standing Committees.
5. Reports of Special Committees.
6. Special business.
7. Unfinished business.
8. Miscellaneous business.

ARTICLE III.

Three members may call for the yeas and nays on any question.

ARTICLE IV.

No member shall speak more than twice on the same subject at the same meeting, except by consent or by way of explanation.

ARTICLE V.

Motions shall be reduced to writing by the person moving, if required by the chair.

ARTICLE VI.

The chair shall be the judge of all questions of order, subject to appeal to the meeting.

ARTICLE VII.

The motion to adjourn and for the previous question shall not be debatable.

ARTICLE VIII.

No person except members of this Association shall be permitted to enter its rooms except by special permission from the Board of Directors, except as hereinafter provided.

ARTICLE IX.

Cushing's Manual shall be the recognized authority on parliamentary rules.

ARTICLE X.

These By-Laws may be amended or enlarged by a majority vote of the members present at any regular meeting; one month's notice of such intended action having been given.

ARTICLE XI.

These By-Laws may be suspended temporarily at any meeting, by unanimous consent.

IN. MEMORIAM

BOND, ISAAC V.

DIED DECEMBER 2, 1903

BYINGTON, RODERICK

DIED JANUARY , 1904

COLEMAN, HENRY

DIED DECEMBER 6, 1903

GOLDSTEIN, PHILIP

DIED APRIL 11, 1903

GADDIS, ELISHA B.

DIED NOVEMBER 26, 1903

GEDDES, ALEXANDER

DIED JANUARY 15, 1904

HOWELL, SAMUEL C.

DIED JULY 11, 1903

LISSNER, JACOB

DIED JANUARY 10, 1903

LATHROP, THEODORE A.

DIED JULY 13, 1904

MULLIN, MICHAEL A.

DIED JUNE 26, 1903

MARSH, FRANK H.

DIED OCTOBER , 1904

ROBERTS, CHRISTOPHER

DIED SEPTEMBER 20, 1903

VANDERPOOL, EUGENE

DIED JULY 12, 1903

BUSINESS DIRECTORY OF MEMBERS

NAME	BUSINESS AND FIRM	ADDRESS
DuBois, Frank G.	ACCOUNTANTS CERTIFIED PUBLIC	781 Broad Street
Guerin, Theodore B.		106 Clinton avenue
Sommers, Frederick N.	ADVERTISING AGENT	794 Broad street
Heath, Walter C.	ADVERTISING NOVELTIES AND BADGES	161 Washington street
Hoag, Chester R.	Sec'y Whitehead & Hoag Company	161 Washington street
Whitehead, Benjamin S.	V. P. Whitehead & Hoag Company	161 Washington street
	Pres't Whitehead & Hoag Company	
Noll, J. Franklin	AGRICULTURAL IMPLEMENTS, SEEDS, ETC.	115 Mulberry street
Baechlin, Henry	ARCHITECTS	45 Clinton street
Connelly, Arthur		142 Market street
Charles, Peter		37 Clinton street
Cressey, Thomas		800 Broad street
Ely, John H.		800 Broad street
Havell, Henry D.	John H. & Wilson C. Ely	22 Clinton street
Myers, Nathan		238 Washington street
Pigott, James S.		188 Market street
Wurth, Edward A.		75 Market street
Keer, Frederick J.	ART DEALERS	917 Broad street
Keer, Theodore F.	Frederick Keer's Sons	917 Broad street
	Frederick Keer's Sons	
Balbach, Edward Jr.	ASSAYERS AND REFINERS OF GOLD, SILVER, LEAD AND COPPER	73 Passaic avenue
Heyden, Edward	Balbach's Smelting and Refining Company	Irvington
Randolph, Edward	E. & A. Heyden	73 Passaic avenue
Spelter, Frederick A.	Balbach's Smelting and Refining Company	149 N. J. R. avenue

NAME	BUSINESS AND FIRM	ADDRESS
Reid, Walter W.	AUCTIONEER	88 Academy street
Paddock, George	AUTOMOBILES	79 Orange street
Uppercu, Inglis M.	Autovehicle Company	291 Halsey street
Stewart, W. J.	Motor Car Company of New Jersey	8 Central avenue
Brockie, John	AWNINGS, FLAGS, TENTS, ETC.	8 Railroad place
	BAKERS: BREAD AND PIE	
Bittles, William	Wagner Pastry Company	28 Johnson street
Hill, John J.	Hill Bread Company	620 Market street
Koos, Charles	Buehler & Koos	509 Clinton avenue
Noll, August	Fritsch Baking Company	275 Plane street
Williams, Elmer A.		468 Springfield avenue
Douglas, E. M.	BANKERS AND BROKERS	112 Orange street
Richardson, Chris	W. B. Smith & Company	71 Broadway, New York
Adams, Frank B.	BANKS	
Baldwin, A. H.	Essex County National Bank	753 Broad street
Conklin, Archibald W.	National Newark Banking Co.	756 Broad street
Crooks, John W.	Union National Bank	760 Broad street
Crooks, Thomas W.	Federal Trust Company	747 Broad street
Egner, Frederick W.	Essex County National Bank	753 Broad street
Ferritt, Edward A.	Fidelity Trust Company	763 Broad street
Farnsworth, Edwin D.	Orange Savings Bank	Orange, N. J.
Goetz, Joseph	Union National Bank	760 Broad street
Haceli, Albert	West Side Trust Company	61 Springfield avenue
Kranich, Albert W.	Union National Bank	760 Broad street
Lushear, John W.	Fidelity Trust Company	763 Broad street
	North Ward National Bank	445 Broad street

NAME	BUSINESS AND FIRM	ADDRESS
BANKS		
Marsh, Spencer S.	Cashier	445 Broad street
Merritt, David H.	President	756 Broad street
McCarter, Uzal H.	President	763 Broad street
Mockridge, Oscar B.	Treasurer	742 Broad street
Perkins, Merritt G.	President	812 Broad street
Pruden, Edward A.	Mgr. Real Est. Dept.	763 Broad street
Riker, Joseph M.	President	770 Broad street
Scheerer, William	President	760 Broad street
Smith, Hon. James, Jr.	President	747 Broad street
Taylor, Jerome	Trust Officer	763 Broad street
Tittsworth, Charles G.	Title Officer	763 Broad street
Smith, H. Stacy	BARK DEALER	565 Ferry street
BEEF DEALERS		
Dunbar, J. Homer	M. H. Nagle	27 Ward street
Schloss, Emanuel		95 Mulberry street
Strauss, Bernard		4 M. & E. R. R. avenue
BILL POSTERS AND DISTRIBUTORS		
Pratt, Samuel	Newark Bill Posting Company	305 Plane street
Slocumb, E. M.	Newark Bill Posting Company	305 Plane street
BOARD OF TRADE		
Reilly, James M.	Secretary	764 Broad street
BOILER MANUFACTURERS		
McCabe, Eugene F.	The McCabe Boiler Works	193 Commerce street
BOOT AND SHOE DEALERS		
Barthmann, Julius	Berlin, Germany	608 High street
Eisele, Adolph A.	A. A. Eisele & Son	739 Broad street

NAME	BUSINESS AND FIRM	ADDRESS
BOOT AND SHOE MANUFACTURERS		
Banister, James A.	James A. Banister & Company	185 Washington street
Felter, D. B.	Felter Bros. Company	42 Mechanic street
Gleason, Herbert P.	Johnston & Murphy	24 Lincoln street
Overman, W. W.	Boyden Shoe Company	183 South Canal street
BRASS AND METAL GOODS MANUFACTURERS		
Ainslee, Gove C.	Chambers & Ainslee	2 Commercial street
Brabson, Frank	Brabson Brotherst.	Hamilton and Liberty sts.
Goertz, August	August Goertz & Company	278 Morris avenue
Terhune, L. L.	Standard Metal Manufacturing Company	Chestnut & Jefferson sts.
BRASS AND WIRE RAILINGS		
Ratthey, Henry G.	Newark Wire and Brass Works	270 Market street
BREWERS		
Ballantine, Robert F.	P. Ballantine & Sons	54 Fulton street
Bradley, Charles	P. Ballantine & Sons	54 Fulton street
Erb, John	Essex County Brewing Company	63 Clifton avenue
Frelinghuysen, George G.	P. Ballantine & Sons	54 Fulton street
Feigenspan, Christian W.	Christian Feigenspan, Incorporated	34 Freeman street
Giese, Carl August	Ballantine & Company	58 Freeman street
Hauck, Peter	Peter Hauck & Company	Harrison
Hensler, Adolph	Joseph Hensler Brewing Company	73 Hamburg place
Kingsley, Henry R.	P. Ballantine & Sons	54 Fulton street
Krueger, Gottfried	Gottfried Krueger Brewing Company	75 Belmont avenue
Lisiewski, F. A.	Eagle Brewing Company	20 Hayes street
Stengel, Christian	Christian Feigenspan, Incorporated	34 Freeman street
Wiedenmayr, George W.	George W. Wiedenmayr, Incorporated	596 Market street
BRIDGE BUILDERS AND CONTRACTORS		
Harris, Samuel P.	Sandford & Harris	Foot Fourth avenue
Ross, P. Sanford	P. Sanford Ross Dredging Company	Jersey City
Sandford, Arthur E.	Sandford & Harris	Foot Fourth avenue

NAME	BUSINESS AND FIRM	ADDRESS
Dixon, William.....	William Dixon & Company	247 Market street
Gnichtel, Edward E.	Newark Brush Company	12 Green street
Rippel, Albert A.	Dixon & Rippel	6 Court street
Garrison, Winton C.	Chief, Trenton	79 Washington avenue
Eble, Otto P.	BUTCHER	267 Mulberry street
Baker, Alfred	BUTTON MANUFACTURERS	79 Orange street
Eyman, Thomas J.	Pearl	70 Morris avenue
Hamburg, A. V.	American Button Co., Military and Metal	251 N. J. R. R. avenue
Hoerner, George P.	Hamburg Button Co., Pearl	251 N. J. R. R. avenue
Huebner, Julius	E. Huebner & Sons, Pearl	123 Van Buren street
Nerpel, W. G.	Hamburg Button Co., Pearl	251 N. J. R. R. avenue
O'Connor, J. R.	Essex Pearl Button Co., Pearl	114 William street
Phelps, Augustus	Augustus Phelps & Sons, Metal	110 Pennington street
Tonks, Thomas	Tonks Brothers, Pearl	227 High street
Coler, W. N., Jr.	BROKERS: INVESTMENT SECURITIES	23 Central avenue
Duryee, Ernest N.	W. N. Coler & Co., New York	781 Broad street
Egner, Herman J.	Duryee & Egner	781 Broad street
Eisele, John C.	Duryee & Egner	759 Broad street
Fiedler, William H. F.	Eisele & King	171 Littleton avenue
Holmes, Edward C.	Eisele & King	Summit
King, Nathaniel	Eisele & King	759 Broad street
Mott, Lawrence S.	W. B. Smith & Company	42A James street
Osborne, W. Harry	New York	197 Market street
Vogt, Andrew G.	New York	117 Plane street
Rippel, Julius S.	New York	760 Broad street
White, J. D.	New York	71 Emmett street

NAME	BUSINESS AND FIRM	Address
COMMISSION MERCHANTS AND WHOLESALE GROCERS		
Campbell, George E.	Wilkinson, Gaddis & Company	806 Broad street
Engelke, Fred J.	Wilkinson, Gaddis & Company	336 Clifton avenue
Koch, William A.	H. Koch & Company	40 Wickliffe street
Machin, William J.	Wilkinson, Gaddis & Company	299 Clifton avenue
Turnbul, F. M.	Wilkinson, Gaddis & Company	672 Clifton avenue
Wilkinson, E. Alvah	Wilkinson, Gaddis & Company	806 Broad street
Wilkinson, B. Foster	Wilkinson, Gaddis & Company	806 Broad street
CANVAS GOODS MANUFACTURERS		
Abercrombie, David T.	Abercrombie & Fitch, N. Y.	286 Grafton avenue
CAN MANUFACTURERS		
Milligan, S. W.	Manufacturers Can Company	434 Mulberry street
CARBON PAPER MANUFACTURERS		
Matthews, George H.	Imperial Manufacturing Company	297 Washington street
CARPENTERS AND BUILDERS		
Babbage, Henry S.	V. J. Hedden & Sons	431 Ogden street
Dorenus, Henry M.	H. M. Dorenus & Company	79 Orange street
Gibson, Theo. G.		75 New street
Hammel, John		126 Jackson street
Hedden, Charles R.	V. J. Hedden & Sons	431 Ogden street
Hedden, Viner J.	V. J. Hedden & Sons	431 Ogden street
Neuhaus, Frederick		31 S. Orange avenue
Orben, Charles S.		36 Clinton street
Poole, Fred F.		26 Arch street
Robinson, Benjamin F.	Russell-Robinson Company	109 Frelinghuysen avenue
Schneider, Herman C.		500 15th avenue
Teeter, John S.		117 Third street
Voorhis, George		172 Parker street
Varley, George	George Varley & Sons	29 Hudson street

NAME	BUSINESS AND FIRM	ADDRESS
Vleit, E. B.		40 Lafayette street
Van Houten, W. B.		148 N. J. R. R. avenue
Winterbottom, W. D.		148 N. J. R. R. avenue
	CARPENTERS AND BUILDERS	
	Winterbottom & Van Houten	
	Winterbottom & Van Houten	
	CARRIAGE, COACH AND WAGON MANUFACTURERS	
Colyer, John	J. Colyer & Company	229 Halsey street
Feuerherm, Rudolph		264 Central avenue
Jones, Henry P.	Phineas Jones & Company	301 Market street
Ogden, William W.	J. M. Quinby & Company	27 Division street
Rehberger, Arthur		316 Ferry street
Schumacher, Emil E.	C. Schumacher's Sons	5 Belmont avenue
	CARRIAGE AND COACH HARDWARE MANUFACTURERS	
Crane, Walter T.	W. T. Crane Carriage Hardware Company	165 Mulberry street
Linnett, A. M.	Searls Manufacturing Company	27 Mulberry street
Van Sant, A. S.	W. T. Crane Carriage Hardware Company	165 Mulberry street
	CATERERS	
Davis, Mortimer	Simon Davis	943 Broad street
Day, Waters B.	W. F. Day & Brother	899 Broad street
Welden, Charles	Estate Thomas B. Allen	691 Broad street
	CELLULOID MANUFACTURERS	
Lefferts, Marshall C.	The Celluloid Company	295 Ferry street
	CHEMICAL AND DYESTUFF MANUFACTURERS	
Bradley, Parker R.		205 Thomas street
Butterworth, Frederick J.	Butterworth & Judson	Plum Point Lane
Dooner, James J.	Dooner & Smith	376 Mulberry street
Hiscox, Freeman	Philo-Hay Specialties Company	29 Congress street
Stobaes, John B.	Charles Cooper & Company	Clifford & Van Buren street
Siedler, Alexander	Siedler Chemical Company	23 Ferry street
Spencer, Benjamin M.		722 Clifton avenue

NAME	BUSINESS AND FIRM	ADDRESS
Baldwin, Herbert B.	CHEMISTS	9 Franklin street
Wiener, William A. M.		62½ Nelson place
Best, L. H.	CLOTHING MANUFACTURERS	418 Central avenue
Franz, R. J.		107 Hamilton street
Haffner, Max, Jr.		29 Green street
Heisler, Joseph		221 Bergen street
Kristeller, Julius		70 Marshall street
Hines, Henry C.		951 Broad street
Williams, John R.	CIGAR MACHINERY MANUFACTURERS	71 Harrison street, E. O.
Brintzinghoffer, Henry	CIGAR AND TOBACCO DEALERS	791 Broad street
Fearey, William R.		180½ Market street
Meyer, Jacob F.		883 Broad street
Witsell, F. C.		348 Clifton avenue
Peterson, Andrew	CIGAR BOX MANUFACTURERS	95 Bruce street
Bacheller, J. Henry	CITY OFFICIALS	City Hall
Connelly, James F.		City Hall
Doremus, Hon. Henry M.		City Hall
Forman, George		City Hall
Ball, Frederick W.	CLOTHIERS	809 Broad street
Kingman, W. B.		809 Broad street
Camp, Louis G.		803 Broad street

NAME	BUSINESS AND FIRM	Address
CLOTHIERS		
Molony, Thomas F.	Stoutenburgh & Company	803 Broad street
Rindell, F. G.	J. Marshall & Ball	809 Broad street
Roberts, William M.	J. Marshall & Ball	809 Broad street
Stoutenburgh, Fred D.	Stoutenburgh & Company	803 Broad street
Stoutenburgh, Frank L.	Stoutenburgh & Company	803 Broad street
COAL DEALERS		
Beardsley, Theo. S.	Harrison Coal Company	452 Broad street
Bates, S. Arthur	Anderson & Bates	104 Parkhurst street
Conant, C. B.	S. T. Conant & Son	167 N. J. R. R. avenue
Fairlie, William	Fairlie & Wilson Coal Company	502 Broad street
Fleming, Col. James E.	J. E. Fleming Coal Company	48 Congress street
Dodd, Marvin	J. Van Name & Company	205 N. J. R. R. avenue
Hannahs, Truman K.	Park Avenue Coal Company	Pk. av. & 14th st., E. O.
Jackson, William F.	Fairlie & Wilson Coal Company	502 Broad street
Locher, Frederick J. ....	.....	114 Lillie street
Lucking, Joseph H. ....	.....	261 Sussex avenue
Lerman, George A. ....	.....	103 Newark street
McFadden, J. P.	Tegen & Wiebke Company	109 Badger avenue
Post, J. Frank .....	.....	424 Washington avenue
Paul, William	Paul Brothers	1250 Broad street
Ross, Robert L.	A. H. Ross & Company	456 Broad street
Stahl, John M. ....	.....	54 Montgomery street
Steines, Anton .....	.....	706 Market street
Strenpel, Ernest C.	S. Trimmer & Company	135 Lafayette street
Schmidt, J. J. ....	.....	88 Canal street
Theurich, Edward .....	.....	16 Broome street
Toohy, M. A.	P. Toohy & Sons	Harrison
COCOA MANUFACTURERS		
Brewster, U. B.	Brewster Cocoa Manufacturing Co., Jersey City	45 Fulton street
COMMISSION MERCHANTS		
Castle, Frederick .....	.....	Centre Market

NAME	BUSINESS AND FIRM	ADDRESS
COMMISSION MERCHANTS		
De Bow, Frederick H.	F. R. Walters & Co.	92 Mulberry street
Dodd, Frank S.		51 Centre Market
Fish, N. D. B.	Bross, Fish & Company	40 Commerce street
Fisher, Alfred J.		253 Clinton avenue
Virtue, George		34 Commerce street
Wolters, Chris, Jr.	C. Wolters & Company	52 Commerce street
CONFECTIONERY MANUFACTURERS		
Fritz, George H.	Winkler & Navatier	587 Broad street
Navatier, A. C.		50 Mechanic street
Rickenbacher, John M.	Schwarz & Son	215 Plane street
Schwartz, Jacob L.	R. Walsh & Company	72 William street
Wadsworth, A. W.		671 Broad street
Wadsworth, Frank	R. Walsh & Company	157 Market street
CONTRACTORS		
Dickinson, Joel	Sand, Stone, etc.	9 South street
Harper, David	Wright & Lindsley	Harrison
Lindsley, Stuart	J. & B. Meyer Contracting Company	Orange
Meyer, Benjamin		182 Frelinghuysen avenue
Peter, Jacob	Van Kueren & Son	127 Frelinghuysen avenue
Van Kueren, F. C.		East Newark
CORSET MANUFACTURERS		
Bowers, James	James Bowers & Company	143 Bleeker street
Close, G. Albertus	H. and W. Corsets	257 Market street
Gaylord, S. S.	Wright Bust Form	114 William street
Magovern, John J.	Ferris Brothers Company	96 Shipman street
Van Orden, J. M.	Van Orden Corset Company	314 Market street
Weingarten, Levi	Weingarten Brothers	401 High street
CORSET STEEL MANUFACTURERS		
Wright, Charles H.		70 Morris avenue

NAME	BUSINESS AND FIRM	ADDRESS
COUNSELLORS-AT-LAW		
Abeel, Neilson		780 Broad street
Beecher, Joseph A.		763 Broad street
Blanchard, Milton E.		763 Broad street
Bowers, Thomas F.		189 Market street
Child, Francis		763 Broad street
Clark, Robert M.		776 Broad street
Collie, Edward M.		763 Broad street
Coult, Joseph		763 Broad street
Crane, Elvin W.		800 Broad street
Davis, Thomas A.		810 Broad street
Denman, Arthur R.		Orange
Dickson, Charles A.		837 Broad street
Depue, Sherrerd		160 Market street
Dill, James B.		763 Broad street
Duryee, Edward H.		East Orange
Feick, Charles A.		763 Broad street
Fryling, Henry H.		758 Broad street
Glen, Charles T.		763 Broad street
Greenberg, Frederick J.		741 Broad street
Guild, Frederick F.		763 Broad street
Hardin, John R.		763 Broad street
Helm, John E.		763 Broad street
Henry, Thomas S.		763 Broad street
Hobart, George S.		763 Broad street
Hood, Louis		828 Broad street
Hoppin, John J.		Jersey City
Howell, James E.		763 Broad street
Hubbell, John J.		160 Market street
Johnson, John L.		763 Broad street
Jones, S. Howell		810 Broad street
Keasbey, Edward Q.		800 Broad street
Keasbey, George M.		763 Broad street
Keen, Oscar		763 Broad street
		763 Broad street

NAME

BUSINESS AND FIRM

ADDRESS

COUNSELLORS-AT-LAW

Keer, Ernest F.		763 Broad street
Kenny, Edward		800 Broad street
Kinney, William B.		788 Broad street
Knight, Herbert W.		738 Broad street
Knight, Walter J.		763 Broad street
Lambert, George H.		160 Market street
Leonard, Frederik W.		800 Broad street
Lindabury, Richard V.		763 Broad street
Lowy, Philip		238 Washington street
Manning, John P.		763 Broad street
McCracken, John H.		800 Broad street
Miller, John A.		763 Broad street
Martin, Wm. Parmenter		120 Broadway, N. Y.
Munn, Joseph L.		800 Broad street
Meany, E. P.		15 Dey Street, N. Y.
Nicoll, Hon. Wm. C.		164 Market street
Parker, Cortlandt.		763 Broad street
Parker, Chauncey G.		763 Broad street
Parker, Hon. R. Wayne		763 Broad street
Pitney, John O. H.		800 Broad street
Price, Col. E. L.		164 Market street
Riker, Adrian		164 Market street
Riker, Chandler W.		763 Broad street
Rankin, John L.		763 Broad street
Rankin, Richard H.		160 Market street
Rosinger, August W.		164 Market street
Sommer, Frank H.		800 Broad street
Sackett, Clarence		758 Broad street
Scharringhausen, Fred'k		756 High street
Swayze, Francis J.		763 Broad street
Scoppettone, Casimiro		763 Broad street
Sweeney, Algernon T.		763 Broad street
Ten Eyck, Jay		142 Market street
Tichenor, Francis M.		

NAME	BUSINESS AND FIRM	ADDRESS
Titus, George M.	COUNSELLORS-AT-LAW	800 Broad street
Weeks, John R.		44 Broadway, N. Y.
Wherry, J. Fred		763 Broad street
Shipman, C. T.	CROCKERY, GLASSWARE, ETC.	477 Broad street
Heinisch, Rush E.	CUTLERY MANUFACTURERS	109 Bruce street
Gairard, Camille L.		33 Littleton avenue
Peal, Albert H.		683 Broad street
Wiss, Frederick C. J.		683 Broad street
Wiss, Louis T.		683 Broad street
Ball, Edwin.	CUT STONE CONTRACTORS	Harrison
Brown, Herbert E.		2 Passaic street
Brown, Gilbert C.		270 Passaic street
Brown, A. Wallace		374 Belleville avenue
Dennis, Laban W.		270 Passaic street
Spurr, Joseph G.		Harrison
Woodward, A. H.		120 Passaic street
Wertz, George D.	DECORATORS	874 Broad street
Bradfield, Dr. T. N.	DENTISTS	106 Halsey street
Fish, Dr. William L.		588 Broad street
Gratt, Dr. John C.		5 W. Park street
Gregory, Dr. F. G.		7 W. Park street
Holbrook, Dr. C. F.		2 Saybrook place
Meeker, Dr. Charles A.		29 Fulton street
Riley, Dr. F. Edsall		10 Central avenue
Stockton, Dr. C. S.		22 Central avenue

NAME	BUSINESS AND FIRM	ADDRESS
DENTISTS		
Smith, Dr. C. E. C.		77 Lincoln Park
Vinson, Dr. Joseph S.		20 Pennington street
DIAMOND MERCHANTS		
Mayo, Benjamin J.		788 Broad street
Wood, John B.	New York	211 Roseville avenue
DEPARTMENT STORES, DRY GOODS, ETC.		
Bamberger, Louis	L. Bamberger & Company	147 Market street
Frank, L. M.	L. Bamberger & Company	147 Market street
Fuld, Felix	L. Bamberger & Company	147 Market street
Hahne, August	Hahne & Company	633 Broad street
Hahne, Albert J.	Hahne & Company	633 Broad street
Kellner, William H.	Hahne & Company	633 Broad street
Stagg, John E.	Hahne & Company	633 Broad street
Ford, Frank P.	L. S. Plaut & Company	721 Broad street
Michael, Charles	L. S. Plaut & Company	721 Broad street
Michael, Oscar	L. S. Plaut & Company	721 Broad street
Plaut, Moses	L. S. Plaut & Company	721 Broad street
Plaut, Louis	L. S. Plaut & Company	721 Broad street
Prater, George	L. S. Plaut & Company	721 Broad street
Fettinger, Theo. S.	W. V. Snyder & Company	701 Broad street
Snyder, W. V.	W. V. Snyder & Company	701 Broad street
Goerke, R. J.	The Goerke Company	159 Market street
Gerth, Theo. J.	The Goerke Company	159 Market street
Straus, David	The David Straus Company	685 Broad street
Lustig, H.		199 Ferry street
Oppenheim, W. W.	The Lining Store	167 Market street
DIRECTORIES		
Lee, Wilson H.	The Price & Lee Company	843 Broad street
DOC BISCUIT MANUFACTURERS		
Rathborne, R. C.	Spratt's Patent	450 Market street

NAME	BUSINESS AND FIRM	ADDRESS
	DRUGS AND CHEMICALS—WHOLESALE	
Kuebler, William O.	Roeber & Kuebler.....	206 Washington street
Smith, Henry B.	C. B. Smith & Company	863 Broad street
Smith, Clarence P.	C. B. Smith & Company	863 Broad street
	DYNAMO ELECTRIC MACHINES	
Eck, Charles A.	Eck Dynamo & Motor Works	Belleville
Heck, Louis	Miller Electric Company	35 N. J. R. R. avenue
Miller, August J.	Crocker-Wheeler Company	16 William street
Patteson, H. L.		Ampere
	DRESS GOODS—MEN'S AND WOMEN'S	
Sternberg, Lazar	L. Sternberg & Company.....	230 Market street
	EMBROIDERY MANUFACTURERS	
Bornemann, William J.	Newark Embroidery Works	78 Shipman street
	EMERY WHEEL MANUFACTURERS	
Pierson, Daniel, Jr.	President Electric Emery Wheel Company	872 Broad street
	ENGRAVERS	
Loeffler, Henry	A. Schlueter & Company	297 Washington street
Nuessle, Charles G.	Sisserson & Nuessle	168 Halsey street
	EXPRESS COMPANIES	
Cooke, Josiah R.	United States Express Company	832 Broad street
Lawshe, Theodore	Lawshe & Company	51 Prospect street
	FANCY GOODS JOBBER	
Bachman, Henry	Groedel & Bachman	255 Market street
	FERTILIZERS	
Carpenter, H. B.	Listers A. C. Company	Lister avenue
Keoh, John F.	Listers A. C. Company	Lister avenue

NAME	BUSINESS AND FIRM	ADDRESS
ELECTRICAL APPARATUS AND SUPPLIES		
Bristow, F.	Weston Electrical Instrument Company	Waverly Park
Kimball, W. Lockwood	American Transformer Company	44 Elm street
Morrison, George F.	General Electric Company	Harrison
Page, A. D.	General Electric Company	Harrison
Van Winkle, Abram	Hanson-Van Winkle Company	219 Market street
Ward, Frederick S.	Hanson-Van Winkle Company	219 Market street
Weston, Edward	Weston Electrical Instrument Company	Waverly
Weston, Edward F.	Weston Electrical Instrument Company	Waverly
Walton, F. Willett		295 Garside street
ELECTRICAL ENGINEERS		
ELECTROPLATERS		
Bergfels, H.	Newark Nickel Plating Company	38 Walnut street
Hodecker, William F.	Hodecker Brothers	375 Market street
ELEVATOR MANUFACTURERS		
Lake, D. Minor.	Storm Manufacturing Company	Foot Centre street
Webber, George A.		184 Pennsylvania avenue
Weeks, Charles L.		40 Park place
FILE AND RASP MANUFACTURERS		
Heller, Elias G.	Heller Bros. Company	879 Mt. Prospect avenue
Heller, Paul E.	Heller Bros. Company	879 Mt. Prospect avenue
FLORISTS		
Begerow, August		946 Broad street
Witheridge, Charles		532 Broad street
FOUNDRIES		
Barlow, Arthur E.	Malleable and Grey	28 Orange street
Ballard, George M.	Malleable and Grey	41 Hermon street

NAME	BUSINESS AND FIRM	ADDRESS
FOUNDRIES		
Clark, James T	James T. Clark & Company, Iron	70 Adams street
Cory, James M.	American Malleables Company, Malleable and Grey	Bloomfield
Goldsmith, C. A.	Brass	42 Cutler street
Hay, J. Lewis	Hay Foundry and Iron Works, Iron	Plum Point lane
Hannay, Gerald	Oscar Barnett Foundry Co., Malleable and Grey	105 Hamilton street
Hewitt, John	Thomas Hewitt & Sons, Iron	Harrison
Lienau, George	C. C. Lienau's Sons, Iron	308 Fairmount avenue
Lienau, Robert P.	C. C. Lienau's Sons, Iron	308 Fairmount avenue
Flockhardt, James	Maher & Flockhardt, Iron	60 Polk street
Maher, Edward	Maher & Flockhardt, Iron	60 Polk street
Meeker, David M.	Meeker Foundry Company, Malleable and Grey	95 Clay street
Smith, Charles W.	Albert Smith's Sons, Iron	73 N. J. R. R. avenue
Smith, George A.	Albert Smith's Sons, Iron	73 N. J. R. R. avenue
Vatier, Ernest	Gold, Silver and Bronze	312 Market street
FURNITURE DEALERS		
Harrison, S. B.	E. A. Kirch & Company	105 Market street
Kritzmacher, Henry	Amos H. Van Horn, Limited	73 Market street
Martenis, John	Amos H. Van Horn, Limited	73 Market street
Parks, John W.	Amos H. Van Horn, Limited	73 Market street
Schmidt, Christian	Amos H. Van Horn, Limited	157 Springfield avenue
Van Horn, Amos H.	Amos H. Van Horn, Limited	73 Market street
Walsh, John		260 Market street
FURRIERS		
McClennen, C. E.		17 Academy street
Sander, Henry		886 Broad street
GALVANIZED IRON WORKERS		
Allwood, Joseph R.	J. R. Allwood & Son	334 Halsey street
Smith, Frank F.		53 Sherman avenue
GAS AND ELECTRIC FIXTURES		
Barnhouse, J. F.	William Browe & Sons Company	16 Clinton street

NAME	BUSINESS AND FIRM	ADDRESS
Atwater, Willis B.	Atwater & Carter	679 Broad street
Lehman, Lesser		464 Broad street
Mungle, William	William Mungle & Sons Company	75 Belleville avenue
Scheuer, Simon	S. Scheuer & Sons	728 Broad street
Scheuer, Moses	S. Scheuer & Sons	728 Broad street
Scheuer, Frederick	S. Scheuer & Sons	728 Broad street
Scheuer, Albert	S. Scheuer & Sons	728 Broad street
Schaaf, Rudolph G.		265 S. Orange avenue
Taylor, Samuel, Jr.		882 Lake street
Ward, Edward T.	Aaron Ward & Sons	951 Broad street
Ward, Frederick T.	Aaron Ward & Sons	951 Broad street
Wilson, Edward M.	William B. Bond & Company	11 Lafayette street
Schafer, Frederick		178 Littleton avenue
Ward, Harry M.		104 McWhorter street
Feltham, George W.		227 High street
Mansfield, I. R.		227 High street
Crabbe, W. W.		119 Mulberry street
Murdock, George		24 Walnut street
Tompkins, Floyd L.		14 Ward street
Huebel, John		103 Monroe street
Isidor, Joseph S.		9 St. Francis street
Crabb, Robert		Third avenue and 4th st.
	GROCERS	
	Atwater & Carter	
	William Mungle & Sons Company	
	S. Scheuer & Sons	
	S. Scheuer & Sons	
	S. Scheuer & Sons	
	S. Scheuer & Sons	
	Aaron Ward & Sons	
	Aaron Ward & Sons	
	William B. Bond & Company	
	GROCERS' SUPPLIES	
	Schafer & Fischer	
	GUM MANUFACTURERS	
	Mansfield Gum Company	
	Mansfield Gum Company	
	HARNES MANUFACTURERS	
	Crabbe Harness Company	
	Peters Harness and Saddlery Company	
	Tompkins & Mandeville Harness Company	
	HARDWARE MANUFACTURERS	
	The Huebel Manufacturing Company	
	R. Neumann Hardware Company	
	HACKLE, GILL PIN, PICKET TEETH MANUFACTURERS	
	William Crabb & Company	

NAME

BUSINESS AND FIRM

ADDRESS

HARDWARE, TOOLS AND SUPPLIES

Cook, DeWitt	W. V. Egbert & Company	35 Mechanic street
Doremus, Wilbur	Macknet & Doremus	796 Broad street
Johnson, Walter T.	Johnson-Mandeville Company	496 Broad street
Ludlow, Matthias	Benjamin Myer Company	97 Market street
Myer, William C.	Roe & Conover	470 Broad street
Muller, Anton F.	Rising & Thorne	258 Springfield avenue
Roe, Isaac F.	R. Gray, Jr., Incorporated	200 Market street
Thorne, Frederick L.	Macknet & Doremus	475 Broad street
Smith, Raymond W.		190 Market street
Webbe, Charles		796 Broad street

HAT MANUFACTURERS

Butterworth, Charles F.	Excelsior Hat Works	28 Wickliffe street
Baglin, Alphonso	Excelsior Hat Works	28 Wickliffe street
Clark, Robert, Jr.	Wharton & Company	142 Commerce street
Fisch, Joseph	Joseph Fisch Hat Company	20 Arch street
Fitze, W. H.	C. M. Hedden Company	232 13th avenue
Hedden, I. C.	Jacob Rummell Company	233 Park avenue
Rummell, Jacob	H. D. Parmlee & Company	Pennington & Dawson sts.
Russell, William R.	Albert Sietz & Son	487 N. J. R. R. avenue
Sietz, Albert		18 Blum street

HAT AND CAP DEALERS

Babcock, Albert L.	Salisbury, Jacobsen & Company	119 Market street
Jacobsen, Carl L.	Salisbury, Jacobsen & Company	853 Broad street
Salisbury, Charles W.		853 Broad street

HAT BLOCK MANUFACTURERS

Buehler, Frederick H.	Buehler, Landmesser & Herman	69 Bruen street
Landmesser, Charles	Buehler, Landmesser & Herman	69 Bruen street
Larkins, George F.	Newark Hat Block and Machine Company	320 Ogden street

NAME	BUSINESS AND FIRM	ADDRESS
	HATTERS' FUR MANUFACTURERS	
Campbell, J. W. C.	The Hatters' Fur Exchange, New York	38 S. Walnut street, E. O.
Donner, Philip C.	Donner & Company	Polk and Clover streets
Katz, J. W.		156 Summit street
	HAY, STRAW AND GRAIN MERCHANTS	
Chandler, James M.	Chandler Brothers	9 Belleville avenue
Dey, Leslie G.		800 Broad street
Lewi, Franklin L.	Franklin L. Lewi Company	763 Broad street
Palmer, Thomas		309 Plane street
Wallace, Allan B.	J. C. Smith & Wallace Company	414 Ogden street
	HORSE COLLAR MANUFACTURERS	
Cummins, Charles A.	William P. Nies Company	65 Hamilton street
	HORSE GOODS DEALER	
Van Ness, Frank E.	J. Newton Van Ness Company, N. Y.	598 Broad street
	HOPS AND MALT DEALER	
Birkenhauer, John		763 Broad street
	INSURANCE: AMERICAN FIRE INSURANCE COMPANY	
Doremus, Elias O.	President	70 Park Place
Garretson, Wilfred		70 Park Place
Hoadley, Philemon L.	Vice-President	70 Park Place
	INSURANCE: FIREMEN'S INSURANCE COMPANY OF NEWARK, N. J.	
Dunham, Daniel H.	President	786 Broad street
	INSURANCE: NEWARK FIRE INSURANCE COMPANY	
Henry, John J.	President	741 Broad street
Henry, Charles M.	Secretary	741 Broad street

NAME	BUSINESS AND FIRM	ADDRESS
Hughes, John M.	INSURANCE: NEWARK FIRE INSURANCE EXCHANGE Manager	763 Broad street
Fischer, John	INSURANCE: GERMAN-AMERICAN INSURANCE COMPANY OF N. Y. Manager	772 Broad street
Byrne, Joseph M.	INSURANCE FIRE: AGENTS AND BROKERS Joseph M. Byrne Company	800 Broad street
Conlon, Redmond P.	R. P. Conlon & Son	759 Broad street
Dodd, Charles S.	Dodd & Osborne	26 Clinton street
Lethbridge, George	Lethbridge & Cornwell, N. Y.	95 Essex avenue, Orange
Miller, Orson A.	T. W. Griffith Company	24 Clinton street
Mayer, John E.		24 Clinton street
Osborne, Robert A.		776 Broad street
O'Gorman, Robert		22 Clinton street
Pier, Frederick		149 Fourth avenue
Richards, Gustave A.		421 Ferry street
Rommel, Henry C.		26 Clinton street
Selvage, Charles		788 Broad street
Trimpi, Henry F.	Henry F. Trimpi Company	188 Market street
Vanderveer, William		43 Cedar street, N. Y.
Blanchard, Theo. E. C.	INSURANCE: PRUDENTIAL LIFE INSURANCE COMPANY Superintendent Real Estate Department	763 Broad street
Dryden, Forrest F.	3d Vice President	763 Broad street
Dryden, Hon. John F.	President	763 Broad street
Gray, Edward	Secretary	763 Broad street
Hamilton, Willard I.	Assistant Secretary	763 Broad street
Johnson, Wilbur S.	4th Vice-President	763 Broad street
Kanouse, Edward	Treasurer	763 Broad street
Perry, James	Field Manager	763 Broad street
Riker, Valentine	Assistant Secretary	763 Broad street
Ward, Dr. Leslie D.	1st Vice-President	763 Broad street

NAME	BUSINESS AND FIRM	ADDRESS
Wallace, William H.	INSURANCE: PRUDENTIAL LIFE INSURANCE COMPANY	763 Broad street
Woodruff, A. M.	Title Examiner	763 Broad street
	Assistant Supervisor of Loan Department	
Case, George W.	INSURANCE: MUTUAL BENEFIT LIFE INSURANCE COMPANY	752 Broad street
Frelinghuysen, Frederick	President	752 Broad street
Pratt, LeGage.....	2d Vice-President	752 Broad street
	INSURANCE LIFE: AGENTS AND BROKERS	
Bride, Frank L.	Northwestern Mutual Life Insurance Company.....	196 Market street
Crotois, Frederick E.	Germania Life Insurance Company	142 Market street
Day, Stephen S.	Day & Cornish.....	776 Broad street
Gallacher, Thomas		346 Broad street
Linderman, Henry R.	Washington Life Insurance Company of New York	741 Broad street
Linsz, George H.	Fidelity & Casualty Company	196 Market street
Perrine, John J.	Aetna Life Insurance Company of Hartford	800 Broad street
Reinmund, B. F.		196 Market street
Rutan, William D.	Home Life Insurance Company	116 Mt. Pleasant avenue
Simonds, George H.	Metropolitan Life Insurance Company	738 Broad street
Wort, F. J.	Mutual Life Insurance Company of New York	184 Clinton avenue
Whitfield, Charles L.	New York Life Insurance Company	197 Market street
Warner, B. S.	Mutual Life Insurance Company of New York	234 Grafton avenue
Wood, Peter T.		280 Sixth avenue
	IRON AND STEEL	
Coe, James A.	James A. Coe & Company	106 Mulberry street
Coe, Wm. P.	Coe-Faitoute Company	62 Lawrence street
	ICE DEALERS	
Gifford, John J.	Union Ice Company	196 Market street
Haslam, Arthur	Union Ice Company	Foot Centre street
Van Houten, Cornelius	Union Ice Company	Foot Centre street

NAME	BUSINESS AND FIRM	ADDRESS
JEWELRY AND SILVERWARE		
Hartdegan, Charles	C. Hartdegan & Company	677 Broad street
Holt, Frank	Frank Holt & Company	6 Academy street
Peal, Louis P. H.	Gaven Spence, Inc.	895 Broad street
Scheller, Geo. A.		286 Market street
JEWELRY MANUFACTURERS		
Ackley, E. H.	Eckfeldt & Ackley	51 Lawrence street
Adams, Robert W.	T. W. Adams & Company	83 Union street
Allsopp, George A.	Allsopp Brothers	Camp & Orchard streets
Bippart, Achille	Bippart, Griscom & Osborne	32 Marshall street
Carrington, Charles L.	Carrington & Company	42 Walnut street
Champenois, C. C.	Champenois & Company	50 Walnut street
Crane, Charles H.	Strobell & Crane	44 Hill street
Cory, Wm. F.	Cory Bros. Company	27 Marshall street
Day, Irving G.	Day, Clark & Company	4 Milford avenue
Durand, Harry	Durand & Company	49 Franklin street
Howe, George R.	Carter, Howe & Company	Mulberry & Park streets
Hedges, A. J., Jr.	A. J. Hedges & Company	90 Mechanic street
Herpers, Henry	Herpers Bros.	18 Crawford street
Jones, William H.	Jones & Woodland	365 Market street
King, Joseph R.	King & Dreher	42 Walnut street
Larter, Frederick H.	Larter, Elcox & Sons	49 Chestnut street
Larter, Halsey M.	Larter, Elcox & Sons	49 Chestnut street
Lebeucher, Julius A.	Krementz & Company	49 Chestnut street
Levy, Robert		50 Columbia street
Mertz, Emil C.	Mertz Bros.	359 Mulberry street
Mertz, Theo. C.	Mertz Bros.	359 Mulberry street
Nellis, William C.	Sansbury & Nellis	23 Marshall street
Osmun, Alvah W.	Osmun-Parker Manufacturing Company	338 Mulberry street
Parker, A. J.	Osmun-Parker Manufacturing Company	338 Mulberry street
Schuetz, Frederick A.	Charles Schuetz & Sons	213 Mulberry street
Schafer, Joseph H.	Shafer & Douglas	42 Court street
Sincock, William D.	Ehrlich & Sincock	46 Green street
Weller, Charles	Chas. Weller & Co., New York	44 Milford avenue

NAME	BUSINESS AND FIRM	ADDRESS
Weyrauch, George	LEATHER MANUFACTURERS—PATENT AND ENAMELED	45 Morris avenue
Yocum, John H.	Yocum Manufacturing Company	325 Academy street
Dana, J. C.	LIBRARIAN	5 Washington street
Geddes, Wm. L.	LICORICE MANUFACTURERS	645 N. Third street
MacCutcheon, Geo. W.	LINEN GOODS	85 Clinton avenue
Campbell, Peter	LIPOLEUMS AND OIL CLOTHS	Kearney
Potter, Col. H. A.	Nairn Linoleum Company	East Orange
Froehlich, Samuel	Thos. Potter's Sons & Company, Philadelphia	224 Market street
Koehler, Philip	LIQUORS—DEALERS AND JOBBERS	224 Market street
Sommer, Wm. M.	Froehlich & Koehler	849 Broad street
Baney, Miles W.	LIVERY, SALE, EXCHANGE AND BOARDING STABLES	37 Bridge street
Baney, Geo. W.	Miles W. Baney & Bro.	37 Bridge street
Dimond, Dr. Wm.	Miles W. Baney & Bro.	95 Summit street
Lawrence, C. F.	Essex Stables	33 Austin street
Munn, Frank W.		76 Chestnut street
Langstroth, Wm. G.	LOCKSMITH MANUFACTURER	28 Mechanic street
Ayers, Alfred B.	LUMBER DEALERS	358 Ogden street
Alling, Clarence W.	Bailey & Alling	Foot Clay street

NAME	BUSINESS AND FIRM	ADDRESS
LUMBER DEALERS		
Bailey, Wm. F.	Bailey & Alling	Foot Clay street
Bailey, S. Fred	Bailey & Alling	Foot Clay street
Backus, Edmund P.	E. P. Backus Lumber Company	448 Ogden street
Clark, Col. J. S. H.	J. S. H. Clark & Company	154 Rose street
Clark, George H. Jr.	J. S. H. Clark & Company	154 Rose street
Crowell, James		Foot Cross street
Jones, Wm. A.	Wm. A. Jones & Son	Foot Centre street
McClave, E. W.	E. W. McClave & Son	Harrison
McClave, Rowland	E. W. McClave & Son	Harrison
Taaffe, James	J. F. Glasby Lumber Company	11 Badger avenue
MASON'S' MATERIALS, COAL, ETC.		
Abbey, Wm. B.	Tomkins Bros.	74 Passaic street
Chase, Matthew H.	Marcus Sayre Co.	Foot Centre street
Cook, Horace P.	Cook & Genuing	16 Jersey street
Dey, J. W.	N. J. Adamant Company	Harrison
Higbie, James S.	Jas. R. Sayre, Jr., & Company	Foot Centre street
Ogden, Henry E.		428 Clinton avenue
Osborne, Horace S.	Osborne & Marsellis Co.	150 Orchard street
Reeve, George F.	Abner S. Reeve & Son	88 Front street
Sayre, Jas. R. Jr.	Jas. R. Sayre, Jr. & Company	Foot Centre street
Sayre, Henry N.	Marcus Sayre Company	Centre Street Bridge
Tomkins, George W.	Tomkins Bros.	74 Passaic street
Tomkins, Ambrose	Tomkins Bros.	74 Passaic street
Tomkins, Calvin	Newark Lime & Cement Company	17 Battery Place, N. Y.
Wolf, Chas.	Wolf, Stewart & Company	204 Waverly avenue
MACHINISTS AND MACHINERY MANUFACTURERS		
Burroughs, Chas. F.	Chas. Burroughs Company	143 Commerce street
Campbell, D. T.	Watts-Campbell Company	298 Ogden street
Eberhardt, Frederick L.	Gould & Eberhardt	95 N. J. R. R. avenue
Eberhardt, Ulrich	Gould & Eberhardt	95 N. J. R. R. avenue
Eberhardt, Henry E.	Eberhardt Bros. Machine Company	68 Union street
Lambert, Asher	Lambert Hoisting Engine Company	117 Poinier street

NAME	BUSINESS AND FIRM	ADDRESS
MACHINISTS AND MACHINERY MANUFACTURERS		
Millington, Homer R.	Millington & Bradshaw	69 N. J. R. R. avenue
Mundy, Jos. S.		22 Prospect street
Ohl, George A., Jr.	Geo. A. Ohl & Company	157 Oraton street
Phillips, Franklin	Hewes & Phillips	Ogden & Orange streets
Ruesch, Henry J.		22 Green street
Seymour, Jas. M., Jr.	Seymour & Whitlock	43 Lawrence street
Turner, Henry H.	Yule & Carley Manufacturing Company	28 Eagles street
MASON CONTRACTORS		
Cooper, Chas. S.		45 Clinton street
Dickson, Henry		22 Clinton street
Miller, Thos. D.	Miller & Sons Company	33 So. 13th street
Sharwell, Wm. G.	Wm. G. Sharwell & Company	320 N. 6th street
Waldron, E. M.	E. M. Waldron & Company	67 Littleton avenue
Waldron, Samuel P.	E. M. Waldron & Company	67 Littleton avenue
MEN'S FURNISHING GOODS		
Jay, Leopold		85 Market street
Feder, David L.		885 Broad street
Roberts, Selwyn W.		835 Broad street
Smith, Wm. Mackin		498 Broad street
METAL NOVELTY MANUFACTURERS		
Aronson, Louis V.	Art Metal Works	7 Mulberry street
Conlan, B.	B. Conlan & Company	87 Hamilton street
Hecht, Max	Art Metal Works	7 Mulberry street
O'Neil, John	B. Conlan & Company	87 Hamilton street
Liebman, Rudolph	R. Liebman Manufacturing Company	73 Bruen street
Lyon, Frederick M.	Sheridan, Devine & Lyon	103 Oliver street
METAL GOODS MANUFACTURERS		
Coe, H. Nelson	R. C. Jenkinson & Company	289 Washington street
Jenkinson, Richard C.	R. C. Jenkinson & Company	289 Washington street

NAME	BUSINESS AND FIRM	ADDRESS
Brandt, Otto	MINERAL WATER MANUFACTURERS	287 Washington street
Corish, P. H.		63 Lexington street
Thompson, John P.		215 Plane street
Clark, Thomas P.	MECHANICAL ENGINEERS	304 Broad street
Lippincott, A. C.		Green & Columbia streets
Mackay, W. M.		66 James street
Martin, Luther D.	Taylor-Martin Engineering Company	365 Market street
Taylor, Percy B.	Taylor-Martin Engineering Company	365 Market street
Woodson, O. C.		239 Mt. Pleasant avenue
Bennett, William H.	MILK DEALERS—WHOLESALE	21 Division street
Seller, Frederick E.	Newark Milk and Cream Company	272 Plane street
Isenburg, Henry R.	MANTEL AND CABINET MANUFACTURERS	62 Springfield avenue
Messer, Joseph J.	Messer & Isenburg	62 Springfield avenue
Lissner, Benjamin P.	MILLINERY AND MILLINERY GOODS	695 Broad street
Lissner, Leo N.	J. Lissner & Sons	695 Broad street
Manchee, Wilfred A.	MATTRESS MANUFACTURERS	30 Liberty street
Ennis, Edwin B.	MERCHANT TAILORS	763 Broad street
Gray, William E.	Edwin B. Ennis & Company	889 Broad street
Hunt, Frank S.	Frank S. Hunt & Company	839 Broad street
Sterling, Frank A.	Frank A. Sterling & Son	857 Broad street

NAME	BUSINESS AND FIRM	ADDRESS
METAL SCRAP DEALERS		
Benisch, Meyer	Meyer Benisch & Brother	7 N. J. R. R. avenue
Samuel, Joseph	M. Samuel & Sons	159 Commerce street
Walsh, Edward F.	Walsh's Sons & Company	260 Washington street
MERCANTILE AGENCIES		
Jepson, Henry E.	R. G. Dun & Company	20 Clinton street
Rauch, William Sherman	Credit Reporting Company	197 Market street
MUSICIAN		
Issler, Edward .....	.....	261 High street
MANUFACTURERS' AND PAINTERS' SUPPLIES		
Courter, Albert C. ....	.....	110 Mulberry street
Clark, A. Judson, Jr.	A. J. Getchius & Company	183 Market street
Jagie, George W.	J. J. Hockenjos & Company	829 Broad street
Watters, Charles L.	J. J. Hockenjos & Company	829 Broad street
NEWSPAPERS		
Hunt, William T.	Editor Sunday Call	204 Market street
O'Toole, John L.	City Editor Evening News	215 Market street
Prieth, Benedict	Manager New Jersey Freie Zeitung	75 Market street
Vance, Wilson J.	City Editor Daily Advertiser	794 Broad street
NOTIONS, ETC.		
Baker, John J.	F. W. Woolworth & Co. 5 and 10c. Store	661 Broad street
OPTICIANS		
Anspach, Jacob	Anspach Brothers	595 Broad street
Hilborn, L. B. ....	.....	19 West Park street
OIL MANUFACTURERS		
Carroll, John L.	American Oil & Supply Company	23 Division place
Burnett, Curtis R.	American Oil & Supply Company	23 Division place

NAME	BUSINESS AND FIRM	ADDRESS
Hoffman, William F.	OIL MANUFACTURERS	23 Division place
Harvey, George D.		Harrison
Young, C. Edwin		45 Academy street
Mergott, J. E.	POCKET BOOK FRAME MANUFACTURERS	822 S. Tenth street
Gibson, John S.	PASSAIC VALLEY SEWERAGE COMMISSION	763 Broad street
Cawley, John	PAINT AND DRY COLOR MANUFACTURERS	273 Passaic street
Smith, J. J.		205 Thomas street
Seher, August		Riverside avenue
Solomon, Henry		878 Mt. Prospect avenue
Waldstein, M. E.		Riverside avenue
Avery, Eugene M.	PHARMACISTS	291 Central avenue
Callaghan, Joseph C.		132 Broad street
Eckert, John		Ferry and Jackson streets
Holzhauser, Charles		Broad and Market streets
Osborne, A. H.		Belleville
Sayre, William Henry		596 Orange street
Colton, Chester L.	PHOTOGRAPHERS	945 Broad street
Potter, Harry G.		671 Broad street
Thein, Henry J.		476 Broad street
Walters, Gustave H.		917 Broad street
Minard, Duane E.	PAVEMENTS	17 Battery place, New York
Schouler, W. W.		45 Clinton street

NAME	BUSINESS AND FIRM	ADDRESS
Hays, James L.	POSTMASTER	735 Broad street
Jaenecke, Edward	PRINTING INK MANUFACTURER	82 Washington st., E. O.
Campbell, Philip H.	RUBBER GOODS MANUFACTURERS	220 Broad street
Coxe, George S.	American Hard Rubber Company, New York	New and Colder streets
Hardman, James, Jr.	C. Roberts Rubber Company	Belleville
Roberts, Weldon	C. Roberts Rubber Company	New and Colder streets
Beeken, Axel V.	PATENT LAWYERS	346 Seventh avenue
Fraentzel, Frederick C.	Beeken & Spaulding, New York	800 Broad street
Spaulding, Raymond C.	Beeken & Spaulding, New York	53 N. Sixth street
Cullen, William C.	PHOTOGRAPHERS' SUPPLIES	112 Second avenue
Baker, William A.	PRINTERS AND STATIONERS	251 Market street
Brant, R. Russell	Baker Printing Company	237 Market street
Burke, T. Edward	Brant & Borden	40 Mechanic street
Gasser, C. Albert	Town Talk Printing Company	70 Market street
Grover, Edward M.	Schultz & Gasser	764 Broad street
Plum, Matthias, Jr.	Grover Brothers	19 Clinton street
	Matthias Plum	
	PIANOS, ORGANS AND MUSICAL INSTRUMENTS	
Benider, Henry J.	New Jersey Piano Company	567 Broad street
Cameron, Charles E.	S. D. Lauter Company	659 Broad street
Whittemore, George D.	Maulbetsch & Whittemore (cases)	Cross and Spring streets

NAME	BUSINESS AND FIRM	ADDRESS
REAL ESTATE BROKERS		
Eggers, Augustus F.		196 Market street
Fairchild, William S.		776 Broad street
Fisk, Willard I.	Fisk's Real Estate Exchange	407 Seventh avenue
Germanus, Emil		97 Mercer street
Holmes, James S.		Orange
Honiss, John		226 Lincoln avenue
Harris, William T.	William T. Harris & Company	759 Broad street
Humphrey, James J.		182 Market street
King, George F.		745 Broad street
Kraemer, Dr. C. F.		782 Broad street
Leschziner, S.	S. Leschziner & Company	782 Broad street
Gillen, Charles P.	Gillen & Company	183 Market street
Mayo, Franklin F.	Franklin F. Mayo Company	788 Broad street
McCurdy, J. C.		800 Broad street
Morse, Myron W.		139 Third avenue
Morton, Thomas L.	Morton Brothers	54 Belleville avenue
Riordan, Joseph A.		Harrison
Schlesinger, Louis		749 Broad street
Tichenor, George W.		22 Clinton street
Tichenor, Halsey T.		751 Broad street
Woodruff, Caleb L.	Breakenridge & Tichenor.	70 Park place
SADDLERY HARDWARE MANUFACTURERS		
Amberg, Joseph O.	A. T. Steffens & Company	260 Morris avenue
Buermann, August.		220 Jelliff avenue
Gwinell, William B.	Duranoid Manufacturing Company	221 Chestnut street
Steffens, A. T.	A. T. Steffens & Company	260 Morris avenue
Smith, George L.	George L. Smith & Company	10 Bridge street
Sargeant, Eugene E.	Sargeant Manufacturing Company	69 Summit street
Whitehouse, E. A.		865 S. 15th street
SALESMEN		
James, William Q.		653 Clifton avenue
Soden, Charles P.		104 Mt. Pleasant avenue
Vanderveer, William K.		South Orange

NAME	BUSINESS AND FIRM	ADDRESS
Winans, Carlton G.	Coulter & Winans SALT, ETC.	71 Nesbitt street
Schrafft, Albert	Tabor Sash Company SASH, DOORS AND BLINDS	61 Polk street
Blake, Kersey S.	Principal Bruce Street School SCHOOLS	629 Parker street
Colton, Prof. Charles A.	Principal Newark Technical School	367 High street
Corson, David B.	Assistant Superintendent of Schools	City Hall
Hanson, Frank H.	Principal South Market Street School	141 Heller Parkway
Matthews, Prof. B. C.	Newark High School	36 Kearny street
Newcomer, Edward A.	President New Jersey Business College	693 Broad street
Poland, Addison B.	Superintendent of Public Schools	City Hall
Stearns, Wayland E.	Principal Newark High School	63 Lincoln avenue
Huke, George E.	Domestic Sewing Machine Company SEWING MACHINE MANUFACTURERS	98 Warren street
McCormick, W. S.	Singer Manufacturing Company	120 Pennsylvania avenue
Nicoll, William	Domestic Sewing Machine Company	98 Warren street
Sutphen, C. Edgar	C. Edgar Sutphen Company SHIRT MANUFACTURERS	129 Halsey street
Goldstein, Leo E.	American Porpoise Lace Company SHOE LACE MANUFACTURERS	146 Summit street
Kipping, Charles	Maier & Kipping SIGN MANUFACTURERS	96 Market street
Maier, Charles E.	Maier & Kipping SLOT MACHINE MANUFACTURER	96 Market street
Clawson, C. C.	Clawson Machine Company	21 Hackett street

NAME	BUSINESS AND FIRM	ADDRESS
Drake, Edgar R.	SMOOTHING IRON MANUFACTURER	.....
	Bless & Drake	175 N. J. R. R. ave.
Melendy, Royal L.	SOCIAL SETTLEMENT ASSOCIATION	.....
	General Secretary	555 Market street
Hartshorn, Edmund F.	SHADE ROLLER MANUFACTURERS	.....
Hartshorn, Samuel W.	Hartshorn Shade Roller Company	129 Grant ave., Harrison
	Hartshorn Shade Roller Company	129 Grant ave., Harrison
	SILVERSMITHS	.....
Britten, Hudson B.	The Whiting Manufacturing Company, New York	23 Wakeman avenue
Hayden, William W.	William W. Hayden Company	109 Oliver street
Koch, Julius	Long & Koch	14 Oliver street
LaPierre, Frank H.	LaPierre Manufacturing Company	52 Columbia street
Thiery, Paul L. V.	Keer & Thiery	144 Orange street
Unger, Eugene	Unger Brothers	412 Halsey street
Unger, Herman	Unger Brothers	412 Halsey street
Walker, Joseph.....	STAMPED GOODS	.....
	Walker-Johnson Company.....	Irvington
Milliken, A. R.	STAINED GLASS MANUFACTURER	.....
	H. B. Hankinson & Company.....	9 Franklin street
Atha, Benjamin	STEEL WORKS	.....
	Benjamin Atha & Company	Foot Chapel street
	SURVEYORS AND CIVIL ENGINEERS	.....
Borrie, C. Melville .....	.....	.....788 Broad street
Burnett, James B., Jr. ....	.....	.....City Hall
Hering, Rudolph .....	.....	.....Montclair
Kemph, Edward G. ....	.....	.....164 Market street
Kinsey, W. A.	Hedden Iron Construction Company	24 Clinton street

NAME	BUSINESS AND FIRM	ADDRESS
MacMurray, Eugene A.	SURVEYORS AND CIVIL ENGINEERS	22 Clinton street
Owen, James		196 Market street
Pearce, G. Wilfred		15 West Park street
Schlegel, Robert P.		 City Hall
Sherrerd, Morris R.		128 Halsey street
Van Duyne, Harrison		800 Broad street
Vermeule, C. C.		East Orange
Foster, H. C.	STEAM SPECIALTIES MANUFACTURER	109 Monroe street
	TAPPING MACHINE MANUFACTURER	
O'Brien, Dennis F.	A. P. Smith Manufacturing Company	Foot Brill street
	TABLE OILCLOTH MANUFACTURER	
Atha, Benjamin H.	Standard Table Oilcloth Company	24 Waverly avenue
	TAX COMMISSIONERS	
Brientnall, R. Heber	Board of Assessment and Revision of Taxes	City Hall
Howe, John	Board of Assessment and Revision of Taxes	City Hall
	TEA AND COFFEE DEALERS	
Brothington, E. E.	Atlantic and Pacific Tea Company	730 Broad street
Coykendall, John		55 Mechanic street
Johnson, Theo. F.		77 Mechanic street
Ward, T. M.	Theo. F. Johnson & Company	605 Broad street
	TELEGRAPHS AND TELEPHONES	
Coogan, John F.	Manager Postal Telegraph Company	180 Market street
French, H. R.	District Manager N. Y. & N. J. Telephone Company	160 Market street
	TILE MANUFACTURER	
Meeker, John L.	J. L. & William P. Meeker	192 Market street

NAME

BUSINESS AND FIRM

ADDRESS

PHYSICIANS

Anderson, Dr. H. J.
 Andrews, Dr. William J.
 Ballantine, Dr. A. D.
 Bailey, Dr. William O.
 Buermann, Dr. William
 Corwin, Dr. Theo. W.
 Conkling, Dr. E. D. G.
 Colborn, Dr. R. M.
 Diefenbach, Dr. R. G. P.
 Disbrow, Dr. William S.
 Elliott, Dr. Daniel
 Exton, Dr. James A.
 Gauch, Dr. William
 Haussling, Dr. Frank R.
 Holmes, Dr. George J.
 Ill, Dr. Edward J.
 LaMont, Dr. Geo. F. M.
 Meeker, Dr. Frank B.
 Morris, Dr. Clement
 McKenzie, Dr. William H.
 Mitchell, Dr. A. J.
 Paul, Dr. Frederick M.
 Robertson, Dr. Samuel E.
 Siedler, Dr. William F.
 Wendel, Dr. A. V.
 Washington, Dr. Walter S.
 Warren, Dr. George L.
 Widman, Dr. A. V.

..... 4 Orange place
 14 Hill street
 2 West Park street
 282 South Orange avenue
 352 Belmont avenue
 5 West Park street
 224 Belleville avenue
 1007 Broad street
 222 South Orange avenue
 151 Orchard street
 56 New street
 Arlington
 255 High street
 661 High street
 18 Pennington street
 1002 Broad street
 194 Clinton avenue
 63 First street
 75 Washington avenue
 942 Broad street
 74 South street
 553 Mt. Prospect avenue
 21 Walnut street
 21 Ferry street
 205 Littleton avenue
 8 Washington place
 77 Houston street
 611 Clinton avenue

PLUMBERS, STEAM AND GAS FITTERS, ETC.

J. M. Bonnell & Sons
 196 Market street
 43 William street
 76 Mulberry street
 224 Washington street
 Berla Brothers

Bonnell, Charles I.
 Bauman, C. V.
 Berla, Elias
 Berla, Amzi

NAME	BUSINESS AND FIRM	ADDRESS
PLUMBERS, STEAM AND GAS FITTERS, ETC.		
Bond, Charles E.		357 Washington street
Budd, Joseph		46 Green street
Denny, E. B.		15 Mechanic street
Denny, L. B.		15 Mechanic street
DeVausney, Jacob		512 Orange street
Dunn, William A.		42 Mechanic street
Geiser, Harry M.		248 Plane street
Lawson, Walter A.		93 Commerce street
Leonard, E. B.		14 Lombardy street
Maier, Louis		41 Bloomfield avenue
McGuire, Charles F.		313 Halsey street
O'Crowley, R. J., Jr.		12 Bridge street
Reid, John L.		356 Mulberry street
Soleau, E. R.		21 Camfield street
PROVISIONS—WHOLESALE AND RETAIL		
Bailey, Samuel G.		101 South Orange ave.
Bathgate, James E., Jr.		30 Plane street
Selby, William		367 Broad street
Downs, George W.		Ferry and Blanchard streets
PAPER MANUFACTURERS		
Doollittle, Henry N.		31 Bruen street
Krascow, Joseph G.		72 Mechanic street
Schiffenhaus, William		204 Academy street
Crane, Edward N.		20 Central avenue
Brown, Edgar R.		98 S. Eleventh street
PAPER BOX MANUFACTURERS		
Specialty Paper Box Company		
Schiffenhaus Brothers		
PYRALIN MANUFACTURERS		
The Arlington Company, New York		
The Arlington Company, New York		

NAME	BUSINESS AND FIRM	ADDRESS
Harrold, John	PAINTERS, PAPER HANGERS, ETC.	154 Central avenue
Schaedel, Joseph		Bruce and Warren streets
Schulz, Herman		869 Broad street
Stopper, Charles G.		53 S. Orange avenue
Ball, Arthur D.	PUBLIC SERVICE CORPORATION	
Dusenberry, James P.	EXECUTIVE DEPARTMENT	
McCarter, Thomas N.	Superintendent of Supplies	763 Broad street
	Treasurer	763 Broad street
	President	763 Broad street
Allen, William H.	GAS DEPARTMENT	
Gray, Geo. R.	Commercial Agent	575 Broad street
Whitcomb, H. D., Jr.	Vice-President	763 Broad street
	General Manager	575 Broad street
Farrand, Dudley	ELECTRIC LIGHT DEPARTMENT	
Jackson, Philip N.	General Manager	763 Broad street
		209 Market street
Hine, Col. Edwin W.	TROLLEY DEPARTMENT	
	General Superintendent	763 Broad street
Fearey, Frederick T.	RAILROAD SUPPLIES	
Stowe, J. Albert	Continuous Rail Joint Company of America	120 Market street
	Sterling-Meeker Company	420 Ogden street
Hopper, B. W.	RAILROAD OFFICIALS	
Potter, H. B. R.	General Agent Central Railroad of New Jersey	838 Broad street
Walsh, Walter C., Jr.	General Agent Erie Railroad Company	800 Broad street
	Passenger Agent Central Railroad Co. of New Jersey	838 Broad street

NAME	BUSINESS AND FIRM	ADDRESS
	ROOFERS	
Hetzel, Charles E.	Estate of J. G. Hetzel	67 Maine street
Pitts, Charles L.	Charles L. Pitts Company	58 Park street
Smith, C. O.	Commonwealth Roofing Company	19 Division street
Walters, George		52 Hartford street
	RETIRED	
Barnet, William H.		921 Broad street
Condict, Stephen A.		Tremont place, Orange
Gifford, John A.		60 Park place
Hartshorn, William S.		780 Lake street
Joy, E. Luther		994 Broad street
Mundy, J. Crowell		259 Belleville avenue
Plum, Stephen H.		52 Park place
Titus, William		24 Lombardy street
Turnbull, James A.		390 Mt. Prospect avenue
Williams, Clark P.		407 Mt. Prospect avenue
	RESTAURATEURS	
Achtel-Stetter, Ludwig		842 Broad street
Jianne, James De		17 Central avenue
Stears, Leon	Proprietor Krueger Auditorium	15 Belmont avenue
	RIVET AND METAL TUBING MANUFACTURER	
Trimpi, William W.	Newark Rivet Works	262 Lafayette street
	ROLLER BEARING MANUFACTURER	
Shirley, Cephas I.	Hyatt Roller Bearing Company	Harrison
	REAL ESTATE BROKERS	
Anderson, Lathrop		474 Broad street
Berry, James A.		41 Clinton street
Beyer, Franz J.		1175 Broad street
Bowers, Philip J.	Philip J. Bowers & Company	189 Market street
Breakenridge, John H.	Breakenridge & Tichenor	751 Broad street

NAME	BUSINESS AND FIRM	ADDRESS
TINWARE MANUFACTURERS		
Ketcham, George W.....	Central Stamping Company.....	591 Ferry street
Marten, Albert S.	Tea Tray Company of Newark	498 Mulberry street
THREAD MANUFACTURERS		
Abercrombie, James H., Supt.	Clark Thread Company.....	260 Clark street
Clark, J. William, Treas.....	Clark Thread Company.....	260 Clark street
Clark, William Campbell, Prest.	Clark Thread Company.....	260 Clark street
Groel, Adam H, Supt.....	Clark Mile End Thread Company.....	Kearny
Loftus, William H., Supt. ..	Clark Thread Company.....	260 Clark street
Valentine, James, Sec. & Treas.	Clark Mile End Thread Company.....	Kearny
TOOL MANUFACTURERS		
Bernz, Otto	Heller Tool Company.....	27 Ashland street
Geoffrey, Ernest A.	Atha Tool Company.....	879 Mt. Prospect avenue
Ingalls, Edward	Hedenberg Works	Foot Chapel street
Johnson, William	Heller Tool Company.....	249 Plane street
Lyons, William W.		879 Mt. Prospect avenue
TRANSPORTATION COMPANIES		
Brennan, M. M.		147 Passaic avenue
McKeon, Miles		108 Jefferson street
Taylor, Norris H.	Passaic River Towing Line	Foot Centre street
Wiedenmayer, George C.	Stephens & Condit Transportation Company.....	Commercial street
Wood, Joseph H.	Merchants Transportation Company	Foot Madison street
TRUNKS AND TRAVELING BAGS MANUFACTURERS		
Caille, P.	P. Caille Company.....	277 Livingston street
Carpenter, C. M.	A. O. Headley & Sons	Harrison
Goldsmith, David	L. Goldsmith & Son	2 Cherry street
Headley, A. O., Jr.	A. O. Headley & Sons	Harrison
Osterweil, D.	L. Goldsmith & Son	2 Cherry street
Sachs, Max	Henry Lissa & Company	36 Lafayette street
Schlesinger, Harry	T. B. Peddie & Company	77 St. Francis street

NAME	BUSINESS AND FIRM	ADDRESS
Close, James		
Seery, Peter H.	N. J. Steel Tube Company	Harrison
Snodgrass, Harlan E.	N. J. Steel Tube Company	Harrison
Snodgrass, Rhey T.	Newark Tube and Metal Works	51 Fourth street
	Newark Tube and Metal Works	51 Fourth street
Brierly, Joshua		
Bolles, W. C.	W. C. & F. S. Bolles	406 Broad street
Callen, Geo. B.	Callen & Matthews	516 Broad street
Mooney, John J.		973 Broad street
Mullin, Wm. F.		35 Mulberry street
Sayre, Lewis J.	Lewis J. Sayre & Son	228 Lafayette street
		148 Bloomfield avenue
Morris Benjamin	Morris Manufacturing Company	10 Cross street
Jacobs, George H.		
Meyer, Leopold		
	UNDERTAKERS' SUPPLIES	
	UNDERGARMENT MANUFACTURERS	
	Cogswell & Boulter Company	95 Eighth avenue
	American Undergarment Company	34 Green street
	VARNISH MANUFACTURERS	
Armitage, John L.	John L. Armitage & Company	58 Dawson street
Conklin, Franklin	Flood & Conklin	132 Chestnut street
Flood, Peter F.	Flood & Conklin	132 Chestnut street
Marshall, William	Murphy Varnish Company	Johnson & Herman sts.
Murphy, Hon. Franklin	Murphy Varnish Company	238 McWhorter street
Murphy, Franklin, Jr.	Murphy Varnish Company	238 McWhorter street
Taylor, Geo. A.	Beckwith-Chandler Company	201 Emmett street
	WATCH CASE MATERIAL MANUFACTURERS	
Milne, Alexander	Newark Watch Case Material Company	19 Ward street
Nobs, Charles, Jr.	Chas. Nobs & Son	24 Boudinot street
Richardson, Willis S.	Newark Watch Case Material Company	19 Ward street
Smith, Irving	Crescent Watch Case Company	69 N. 13th street

NAME	BUSINESS AND FIRM	ADDRESS
Fortmeyer, George W.	WHITE LEAD AND LINSEED OIL MANUFACTURER	69 N. Arlington Ave., E. O.
Eastwood, John H.	WIRE MANUFACTURER Eastwood Wire & Chemical Company	Belleville
Green, Vanderbelt	WIRE FERRULE MANUFACTURER Chas. E. Green & Son	95 Passaic street
Littell, J. R. W.	WINDOW SHADES, UPHOLSTERING, ETC.	971 Broad street
Helthall, Wm. D.	WINDOW SHADE MANUFACTURER Atlantic Window Shade Company	108 Polk street
Ballantine, J. Herbert	WATER METERS	142 Market street
Wertz, Josiah L.	Neptune Meter Co.	191 Washington avenue
Coburn, Low	WOOD CARVER D. Coburn's Sons	Kirks alley
Oelkers, John	WOOD TURNING AND SAWING Oelkers Manufacturing Company	24 Mechanic street
Basch, Charles J.	WOOL SUBSTITUTES, SHODDY, ETC. The Basch & Greenfield Company	28 Summer avenue

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